Background Information Report

CARPENTER NEIGHBOURHOOD

CITY OF HAMILTON

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

DeLCan

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BACKGROUND INFORMATION
FOR THE
CARPENTER NEIGHBOURHOOD PLAN
CITY OF HAMILTON

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INTRODUCTION

1.0 INTRODUCTION

1.1 Planning of the Neighbourhood

The City of Hamilton Official Plan sets out guidelines for the location of major land uses, population densities, parkland areas, roads and other services. These guidelines serve as the framework for the City's neighbourhood planning program.

To provide a geographical basis for detailed land use planning, Hamilton has been organized into 137 neighbourhoods. Each neighbourhood is defined by major roads, railways, landforms, and the municipal boundary, and is approximately 80 ha (200 ac.) in area.

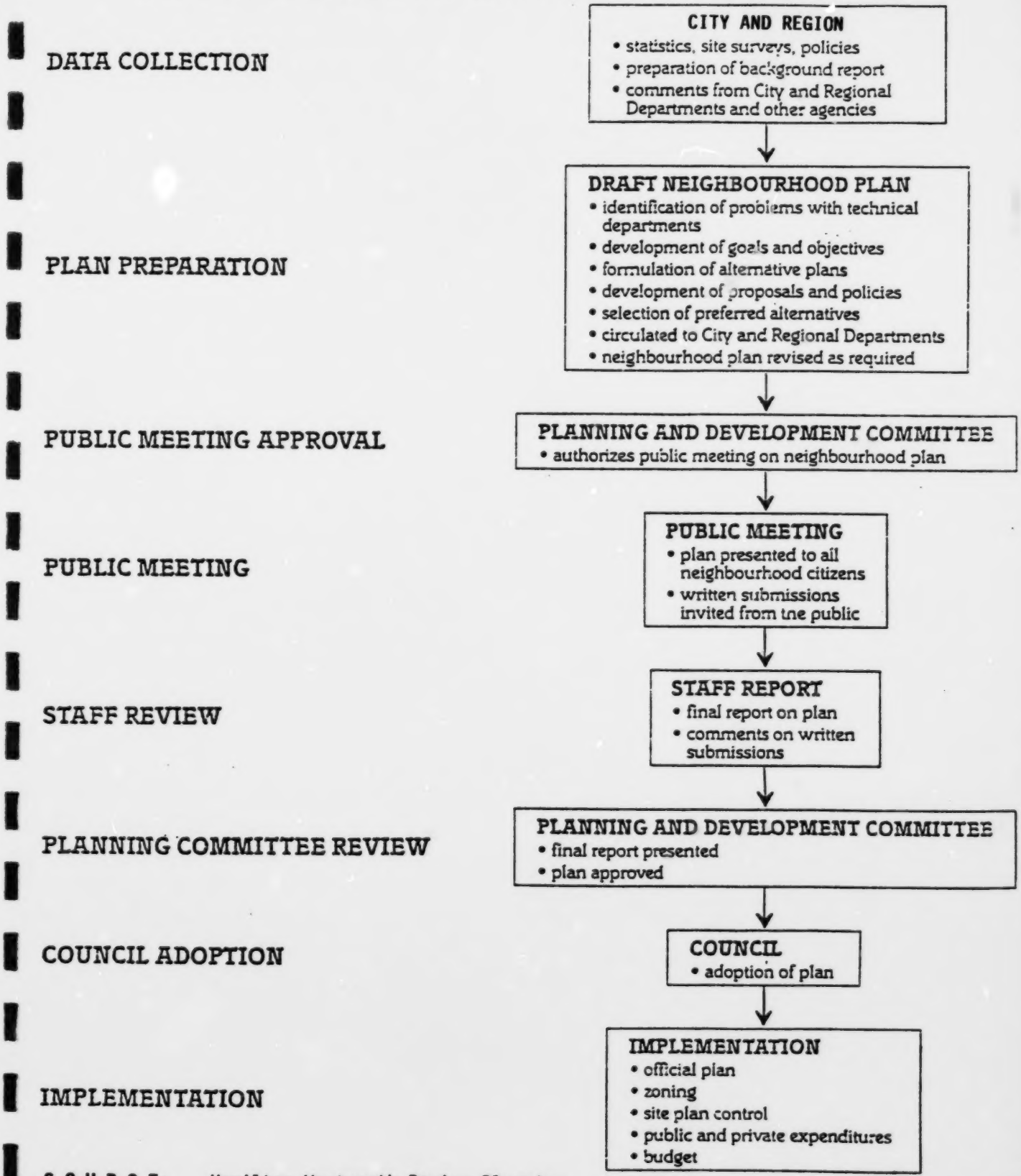
A Neighbourhood Plan specifying future land uses and internal road layouts is prepared to guide public and private development in order to achieve a desirable neighbourhood environment. Since these plans are approved by City Council and not by other levels of government, a measure of flexibility is maintained. The neighbourhood planning process is shown in flow chart form in Figure 1-1.

1.2 Reason for the Study

In April 1985, the Regional Municipality of Hamilton-Wentworth Planning and Development Department recommended to the chairman and members of the City of Hamilton Planning & Development Committee that a Neighbourhood Plan for the Carpenter Neighbourhood be prepared by a private planning consultant. The need for the Neighbourhood Plan resulted from a request for an amendment to the Official Plan and Zoning By-law to permit the development of a 21.4 ha (53.0 ac) site for a modern Manufactured Housing Retirement Community by Berksin Property Developments Ltd.

FIGURE 1.1

CITY OF HAMILTON
NEIGHBOURHOOD PLANNING PROCESS IN UNDEVELOPED NEIGHBOURHOODS


DATA COLLECTION
CITY AND REGION
• statistics, site surveys, policies
• preparation of background report
• comments from City and Regional Departments and other agencies
PLAN PREPARATION
DRAFT NEIGHBOURHOOD PLAN
• identification of problems with technical departments
• development of goals and objectives
• formulation of alternative plans
• development of proposals and policies
• selection of preferred alternatives
• circulated to City and Regional Departments
• neighbourhood plan revised as required
PUBLIC MEETING APPROVAL
PLANNING AND DEVELOPMENT COMMITTEE
• authorizes public meeting on neighbourhood plan
PUBLIC MEETING
PUBLIC MEETING
• plan presented to all neighbourhood citizens
• written submissions invited from the public
STAFF REVIEW
STAFF REPORT
• final report on plan
• comments on written submissions
PLANNING COMMITTEE REVIEW
PLANNING AND DEVELOPMENT COMMITTEE
• final report presented
• plan approved
COUNCIL ADOPTION
COUNCIL
• adoption of plan
IMPLEMENTATION
IMPLEMENTATION
• official plan
• zoning
• site plan control
• public and private expenditures
• budget

SOURCE: Hamilton-Wentworth Region Planning Department 1967

LEGEND

CARPENTER NEIGHBOURHOOD

FIGURE 1-2

LOCATION OF THE CARPENTER NEIGHBOURHOOD IN THE CITY OF HAMILTON

1.3 Background Report

The detail planning for the distribution and location of the various land uses in each planning unit will be determined or revised through the preparation of Neighbourhood Plans.

Carpenter Neighbourhood is one of the approximately 40 neighbourhoods which is presently developing or undeveloped. The Background Report commences with an inventory and analysis of existing land uses such as agriculture, open space, commercial and residential. The report then continues with a discussion on environmental issues and characteristics including population, climate, topography, soils and environmentally sensitive areas. Design criteria for energy efficiency are presented next. Following this is a discussion of transportation and engineering services both existing and proposed. The report concludes with a discussion of planning constraints as well as opportunities which have emerged from the analysis of neighbourhood features.

1.4 Description of the Study Area

The Carpenter Neighbourhood contains approximately (69.0 ha - 170.5 ac) of land located in the south-west section of the City of Hamilton. It is bounded by Rymal Road W., to the north, Garth Street and its proposed extension to the east, an Ontario Hydro Power Corridor to the south and west, the municipal limits for the City of Hamilton respectively. The neighbourhood is largely undeveloped, except for the existing single family residences fronting Rymal Road West.

LAND USE

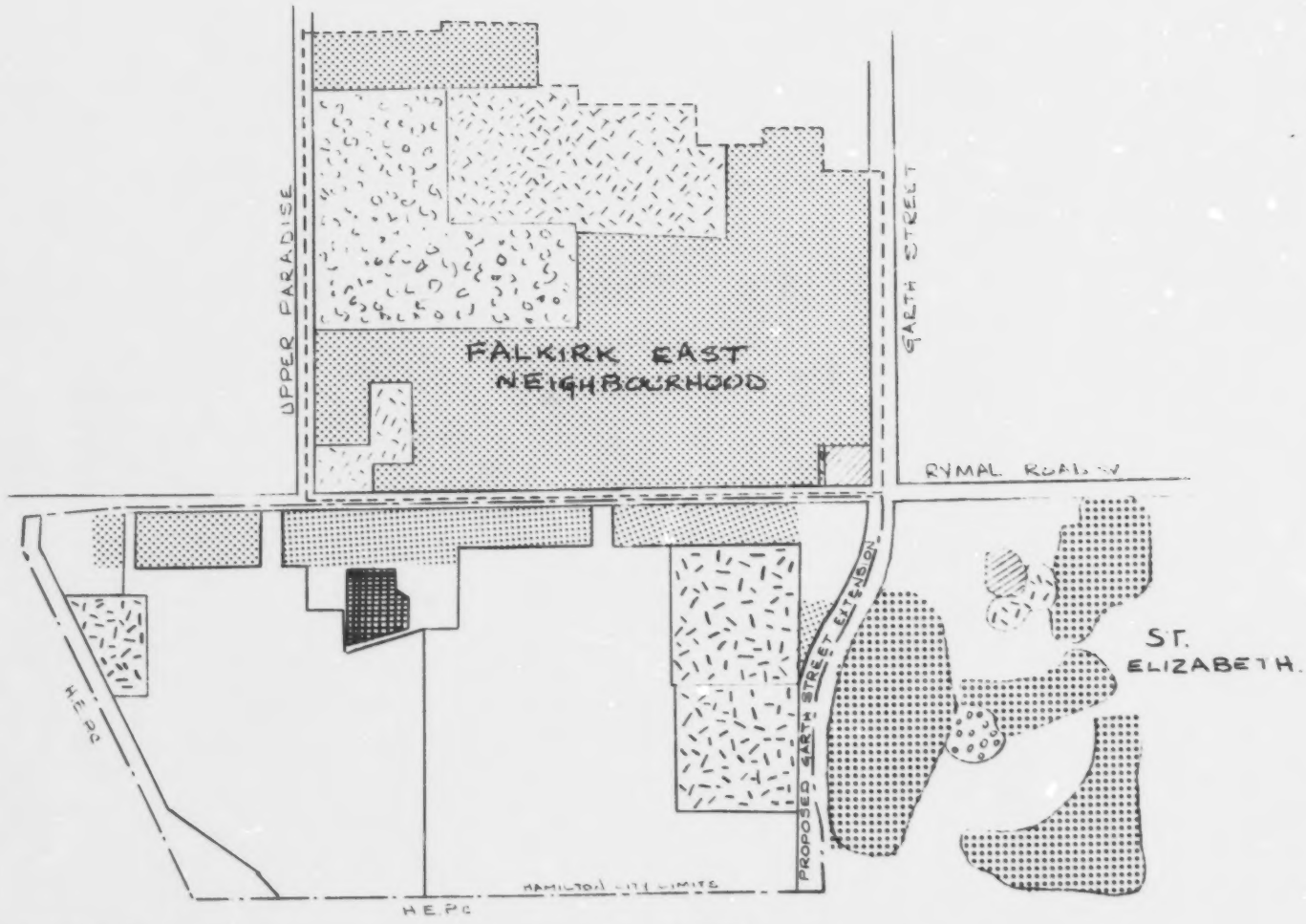


FIGURE 1.3

RELATIONSHIP OF THE CARPENTER NEIGHBOURHOOD TO EXISTING AND PROPOSED ADJACENT DEVELOPMENT

Figure 1.2 shows the location of the Carpenter Neighbourhood Community within the City of Hamilton. Figure 1.3 shows the relationship of the Neighbourhood to existing and proposed development to the north and east.

2.0 LAND USE

2.1 Introduction

The Carpenter Neighbourhood contains four different existing land uses. Figure 2-1 lists the land uses and indicates the area as well as what percentage of the total neighbourhood is occupied by each of the land uses.

2.2 Open Space/Undeveloped Land

Most of the Carpenter Neighbourhood is vacant land. Most of the vacant land is cropped in corn with some pasture and clover. At the extreme north-west corner of the Neighbourhood a small farm exists. There are a number of small wet areas with the usual bullbrushes and swamp grasses. There is evidence of some wetland areas that have been filled in the past ten years. Most of the lands along Rymal Road W. have been developed with single family residences with the exception of the extreme east and west locations which are vacant. Figure 2-2 illustrates the undeveloped lands in the Carpenter Neighbourhood, and can be seen through Figures 2-3 thru 2-8.

Lands owned by the Roman Catholic Diocese are shown on Figure 2-21, have access to Glancaster Road to the west through a R.O.W. across the Hydro Electric Power Corridor into the Town of Ancaster.

2.3 Agricultural Lands

A total of 30.9 (76.3 ac) is used predominantly for agricultural uses, which range from field crops such as corn and clover. There is no intensive vegetable garden growing for the retail or wholesale market.

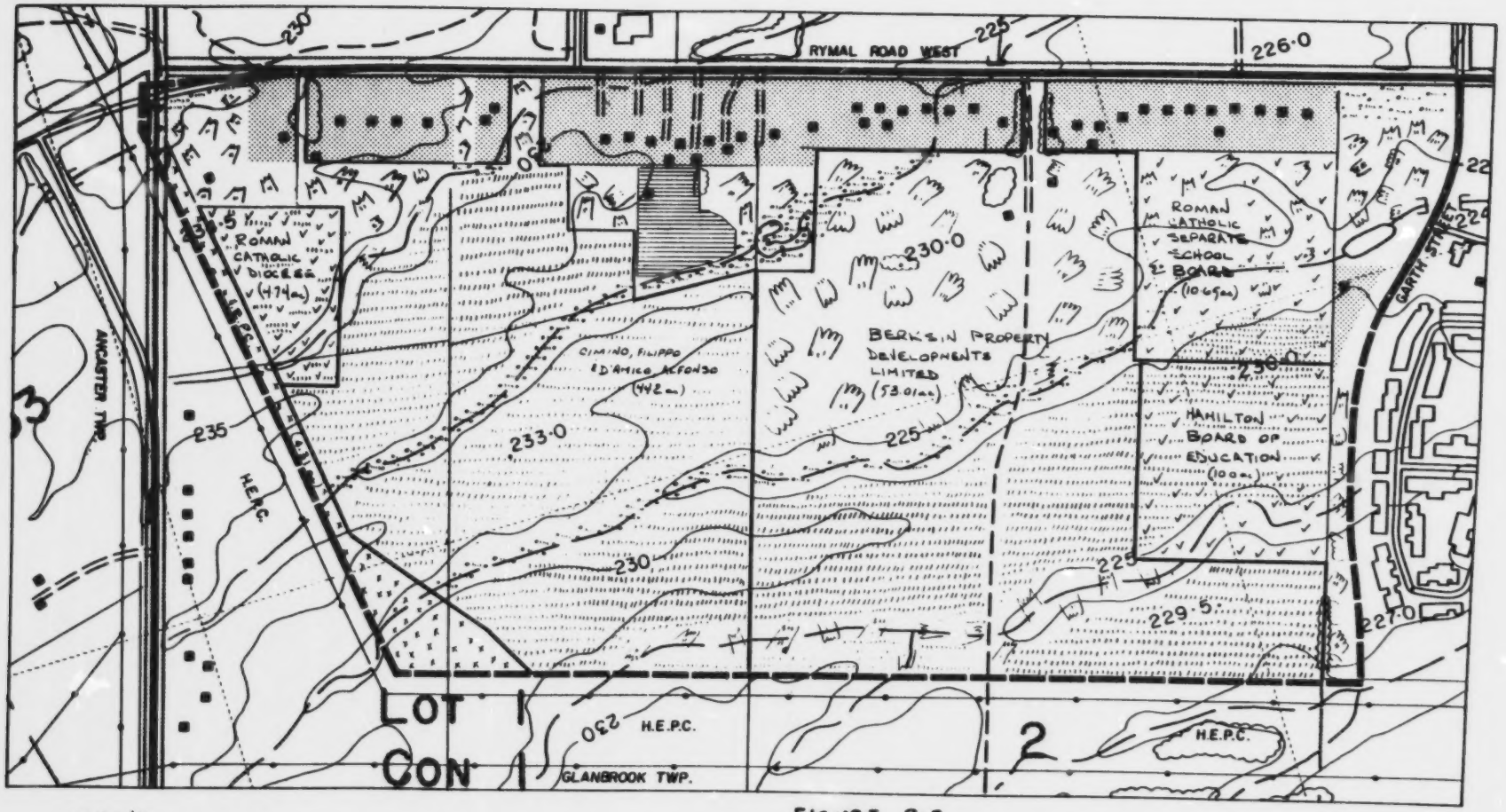
2.4 Residential Properties

The only residential dwellings, in the Carpenter Neighbourhood are those fronting onto Rymal Road W. In 1984 there were a total of 36 single-detached

Figure 2-1

LAND USE DISTRIBUTION BY AREA AND PERCENTAGE

Land Use	Approximate Area hectares/acres	Percent of Total Area
Undeveloped		
Open Space/vacant	25.8 ha (63.8 ac)	37.4%
Agricultural	30.9 ha (76.3 ac)	44.8%
Hydro & Abandoned R.O.W.	1.7 ha (4.1 ac)	2.5%
Residential		
(All fronting Rymal Road)	10.15 ha (25.08 ac)	14.7%
Light Industrial	0.4 ha (1.0 ac)	0.6%
Total	69.0 ha (170.5 ac)	100%



LEGEND

- OPEN SPACE/UNDERVELOPED LAND
- AGRICULTURE : CORN, CLOVER OR HAY
- SINGLE DETACHED RESIDENTIAL
- INSTITUTIONAL
- UTILITIES (HYDRO CORRIDOR)
- VEHICLE STORAGE & MAINTENANCE
- LOWLAND AREAS

FIGURE 2-2
OWNERSHIP, AREA AND PREDOMINANT USE OF LANDS IN THE CARPENTER NEIGHBOURHOOD.

dwellings. Most of the houses have been constructed in the past 30 years. See Figures 2-11, 2-13 thru 2-19.

The oldest single family dwelling dates back to 1854-56 and is located at 723 Rymal Road W., see Figure 2-11. The adjacent barn structure (see Figure 2-12) was also built in 1854-56. The barn burnt down in the 1950's and was rebuilt using original stone foundations.

2.5 Light Industrial

The property at 625 Rymal Road W. has a residential unit (see 2-19), and a local contractor operating a small trucking business.

At the rear, a large quanset hut used for storage and maintenance of construction vehicles. In addition, at the rear a large number of heavy vehicles are located on site, and are used for spare parts. The owner is assessed for commercial purposes. The rear of this property is shown on Figure 2-20.

Figure 2.3
Looking north at vacant lands.

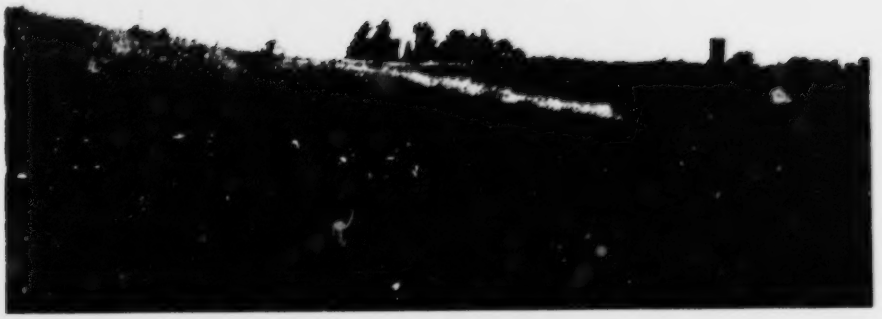


Figure 2.4
Looking west at vacant lands.

FIGURE 2.5
Looking northeast at Roman Catholic School Board site.

FIGURE 2.6
Looking east at Hamilton Board of Education site.

Figure 2.7
Drainage ditch at
655 Rymal Road W.

Figure 2.8
Looking northwest at wetlands.

Figure 2.9
Clover.

Figure 2.10
Corn.

Figure 2.11
Older home at 723 Rymal Road W. Circa 1854-1856.

Figure 2.12
Barn structure at 723 Rymal Road W.

Figure 2.13

619 Rymal Road W.
Existing residential.

Figure 2.14

555 Rymal Road W.
Existing residential.

Figure 2.15

643 Rymal Road W. Existing residential.

Figure 2.16

707 Rymal Road W. Existing residential.

Figure 2.17
545 Rymal Road W. Existing residential.

Figure 2.18
691 Rymal Road W. Existing residential.

FIGURE 2.19

Looking at 625 Rymal Road W.

FIGURE 2.20

Maintenance and storage of construction vehicles at 625 Rymal Road W.

FIGURE 2.21
Looking east at Roman Catholic Diocese lands.

ENVIRONMENTAL CHARACTERISTICS

3.0 ENVIRONMENTAL CHARACTERISTICS

3.1 Population

The existing population of the Carpenter Neighbourhood is concentrated along Rymal Road N. The population growth has remained constant over the past several years in the Carpenter Neighbourhood. See Figure 3-1.

No further changes in total population is expected for the Carpenter Neighbourhood until the area can be provided with full municipal services and approved developments by the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

Figure 3-2 compares the age distribution in the Carpenter Neighbourhood with that of the Hamilton Population by age Distribution in 1982.

It should be noted that five persons having an unknown age are shown as moving into the neighbourhood between 1982 and 1984 from information received from the Assessment Department of the Regional Municipality of Hamilton Wentworth Planning Department.

Although the Carpenter population statistics closely resemble those for the entire city of Hamilton, it does show a fractionally lower percentage of population under 18 years of age and a higher percentage from 19 years to age 64. It is also worth noting that those over age 64 only represent 2.6% of the population while the City of Hamilton average is 11.7%.

The percentage differences are not unusual when one considers that all the population reside along the south side of Rymal Road W. Due to the increase in traffic on Rymal Road W. many families with smaller children may be reluctant to purchase a resale home fronting the road. What is surprising is that only 2.6% of their total population are over 64 years old, but again the statistics show that there is a high percent of the population in the 41-64 age group which representing 33.6% of the total population.

Figure 3-1

POPULATION GROWTH AND DECLINE IN THE CARPENTER NEIGHBOURHOOD AND THE CITY OF HAMILTON

Year	Carpenter N.	City of Hamilton
1972	125	304.891
1974	133	306.671
1976	135	312,601
1978	117	307.582
1980	117	306,893
1982	116	308,147

Source: Hamilton-Wentworth Population Statistics, Hamilton-Wentwork Region Planning and Development Department, June 1983

Figure 3-2

POPULATION BY AGE DISTRIBUTION IN 1982
CARPENTER NEIGHBOURHOOD

Age Group	Male	Female	Total M & F	% of Total	City of Hamilton % of Total
0 - 4	4	2	6	5.2	5.4
5 - 13	7	4	11	9.5	11.6
14 - 18	10	1	11	9.5	7.7
19 - 25	12	10	22	18.9	14.1
26 - 40	9	10	19	16.4	20.7
41 - 64	20	19	39	33.6	25.0
Over 64	2	1	3	2.6	11.7
Unknown	-	-	5	4.3	3.8
TOTAL			116	100%	100%

Source: Hamilton-Wentworth Population Statistics, Hamilton-Wentworth Region, Planning and Development Department, June 1983

On average, 3.2 persons occupy a residential unit in the Carpenter Neighbourhood and the residents are recorded as not utilizing major social services, including welfare and family benefit programs compared to the city population as a whole.

Source: 1982 Land Use Characteristics Statistics, Hamilton Wentworth Region Planning and Development Department, July 1983.

The Social Planning and Research Council of Hamilton and District, 1984.

Hamilton Wentworth Assessment Department, 1985.

3.2 Climate

The annual mean daily temperature in the City of Hamilton is 7.7°C (45.9°F) with a January mean daily temperature of -5.9°C (21.3°F) and a July mean daily temperature of 20.6°C (69°F). The average rainfall in the City is 66.9 cm (26.3 in) and the average snowfall is 127.5 cm (50.2 in).

Source: Ecochart, Planning and Development Department, Hamilton-Wentworth Region.

3.3 Air Pollution and Noise

At present, no major land uses exist in the vicinity of the Carpenter Neighbourhood which are proven or potential source of air and noise pollution excepting Rymal Road W. which forms the north boundary of the neighbourhood. The Official Plan of the City of Hamilton contains policies which govern the compatibility of land uses. An objective of the Plan is to ensure that noxious or noisy commercial or industrial operations do not conflict with existing land uses, and that they should be prevented, mitigated or otherwise controlled.

The residential environment will not permit the indiscriminant placement of various varieties of residential types. They will be arranged in gradiation, complementing each density.

The Ministry of the Environment is also involved in the area of appropriate distance separation and may require additional information on noise and air problems as it would affect new applications. Based on this information The Ministry may recommend distance separations and types of suitable buffering, or suggest that an attachment be made to the deed of a property that would inform the owner of the noise or air pollution.

3.4 Topography and Drainage

The terrain of the Carpenter Neighbourhood is very undulating and will result in topographical constraints in that the lands have four natural drainage courses traversing the property, mainly, west to east.

Figure 3-3 shows the topography of the neighbourhood by outlining the contour lines and existing intermittent drainage courses. The contour intervals are shown at 2.5 m. A visual survey revealed that clean fill has been deposited on lands close to an existing watercourse at 625 Rymal Road West and if allowed to continue could disrupt the natural drainage flow for the area.

A second area was identified, located at the rear of 667 Rymal Road West. The visual survey revealed that clean fill has been deposited adjacent a realigned drainage ditch.

3.5 Vegetation

An on site inspection and site photographs (see Figure 2-9 and 2-10) revealed that the undeveloped lands are planted with field crops such as corn or clover with the balance taken out of agriculture. In the low lying areas, cattails, and small shrubs and scrub trees are located along old fence boundaries. Mature

trees are found in small clumps particularly in the south east corner and north west corners of the neighbourhood and along portions of the frontage of Rymal Road W.

3.6 Soils

Recent survey and soil tests for the neighbourhood south of Rymal Road indicate that the soils range from clay, silty clay, stone free lacustrine silt, loam and topsoil. These soils types are generally considered suitable to sustain development.

Source: Ecological Services for Planning Ltd., September 1985

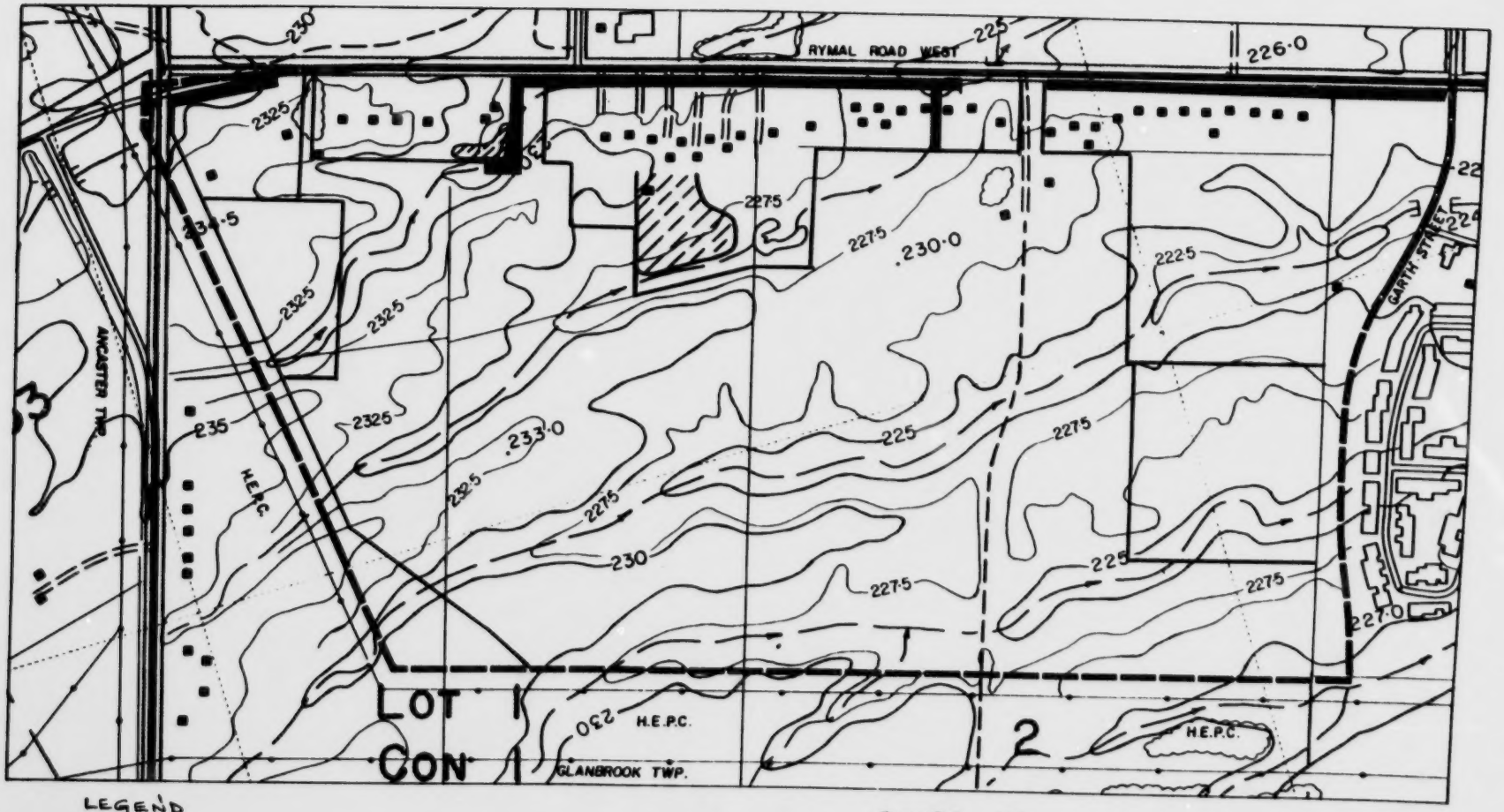
3.7 Sanitary Landfills and Garbage Dumps

There is evidence of clean fill dumping on two parcels of land in the neighbourhood, as indicated on Figure 3-3. There are no known active, closed or abandoned sanitary landfills or garbage dumps in the Carpenter Neighbourhood.

Source: City of Hamilton, Public Works Department, September, 1985.
Hamilton-Wentworth Region, Engineering Department, September, 1985
Ministry of the Environment, Hamilton, September 1985.
DeLCan Site Inspection, September 1985

3.8 Natural Resources and Environmentally Sensitive Areas

No areas are listed as environmentally sensitive for plants or animals, or designated as hazard lands in The Carpenter Neighbourhood. Due to the location of the neighbourhood within the City of Hamilton, information on and



LEGEND

AREAS WHERE FILL HAS ALTERED LAND AS INDICATED FROM VISUAL SURVEY

DRAINAGE DITCHES

2.5m CONTOUR INTERVAL

FIGURE 3.3
TOPOGRAPHY OF THE CARPENTER NEIGHBOURHOOD.

N

0 25 50 100 150

the condition of the soil for agricultural purposes has not been gathered as the land is designated for development for residential and related uses.

Source: City of Hamilton Official Plan

3.9 Heritage Resources

There are three available inventories which outline sites and structures that are of architectural or historical significance in the City of Hamilton. The Local Architectural Conservation Advisory Committee (LACAC) has listings which identify buildings that have been designated by City Council or are of interest to LACAC; the Canadian Inventory of Historic Buildings; and the lists developed by Anthony Adamson in 1973.

The house unit located at 723 Rymal Road W. on the south side and in the north-west corner of the neighbourhood dates back to 1854-56. A nearby barn on the property dates back to the same era but was burnt down in the 1950's and has since been rebuilt using the original stone foundation (see Figures 2-11 and 2-12).

We have also been advised that 523 Rymal Road W. has also been identified as having an element of architectural/historical significance and is worthy of designation. The housing unit is a white frame farm house.

An archealogical survey of the Carpenter Neighbourhood was commenced in the Fall of 1985 but due to the presence of the existing crops the survey has not been completed. We are advised that a complete report on its findings should be available by fall, 1986. We understand that evidence of some prehistoric campsites were found in the south-east portion of the Neighbourhood. Two archaic campsites were found as shown in Figure 7.1. In addition a prehistoric feature measuring 80 x 40 cm was found on the ground surface as indicated in Figure 7.1.

DESIGNING FOR ENERGY EFFICIENCY

4.0 DESIGNING FOR ENERGY EFFICIENCY

4.1 Background

In many communities urban planning measures have focused on solar orientation and solar access. "However, in a standard designed house the amount of energy saved through proper orientation and free access to the sun is only about 6% or currently about $50 per annum. In contrast, good insulation and air-tightness can give a 60% to 65% improvement in energy consumption"[1].

In spite of the relatively small gains resulting from a proper orientation, it is still desirable to plan proper orientation into a subdivision. It is a well known fact that in Canadian cities and towns transportation is the area of highest energy consumption and next to transportation, is space heating.

Although the planner has little influence on the energy consumption for transportation he can address the space heating consumption with a view to conservation.

Many reports and studies on energy conservation have been undertaken by the various Provincial and Federal Ministeries as well as local Municipalities and although the planner may not become involved with the actual design and construction of a dwelling with energy conservation in mind, he can assist by means of proper land use planning with particular emphasis on local weather patterns, topography of a particular site and the spatial relationships between natural and man-made environments.

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1. "A Strategy for Energy Efficient Residential Land Use for the City of Lethbridge, Alberta"
   September 1983
   Prepared By: Delcan, Deleuw Cather Western Limited

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RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO

4.2 Methodology

An energy efficient neighbourhood design begins with the Ecochart, a summary of local environmental and a climatic information.

A slope gradient and orientation is next plotted using grid squares on a topographic map of the neighbourhood. Similar slope characteristics are then assigned generic street alignments. These street alignments may then be used as a guideline for the ultimate design of the road pattern.

4.2.1 Ecochart

It should be noted that in the Hamilton area, reduction of energy consumption is only possible with considerable assistance from the sun and with a pollution index at a low level.

As shown on Figure 4.1, the Ecochart contains average annual and average monthly information on air temperature, hours of sunshine, solar radiation, heating and cooling, "degree days", average precipitation (rain and snow) relative humidity, soil temperature, wind speed, frequency and prevailing direction, sun angle and shadow, and sunrise and sunset hours.

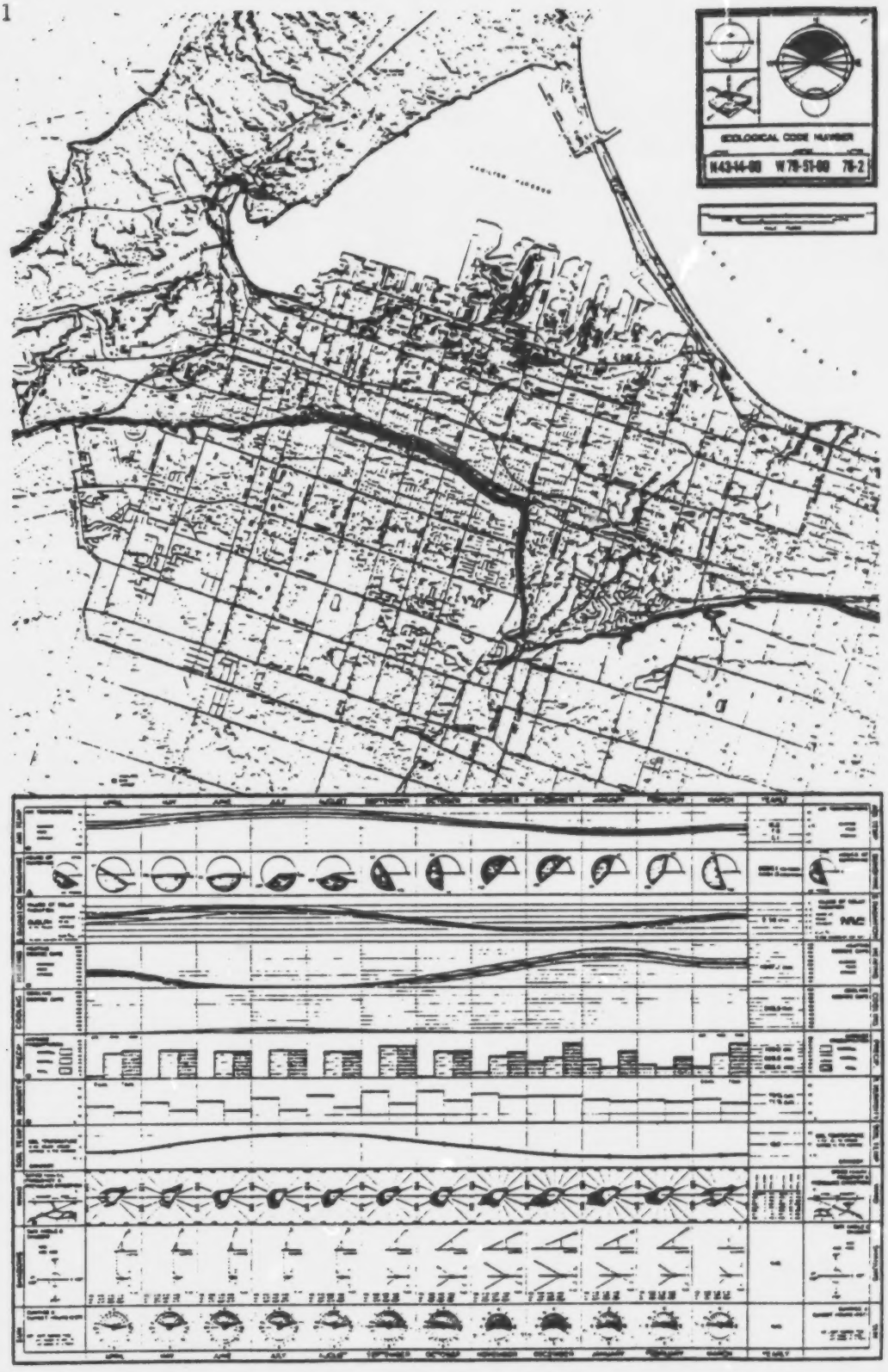
The Ecochart is used to determine the relationships amongst these environmental factors and to describe their combined effects.

4.2.2 Slope Orientation and Gradient

The amount of useable solar energy at a given site is dependent on slope orientation and gradient. Figure 4.2 shows the existing contour lines, with

FIGURE 4.1

ECOCHART



Source: Hamilton-Wentworth Region Planning Department

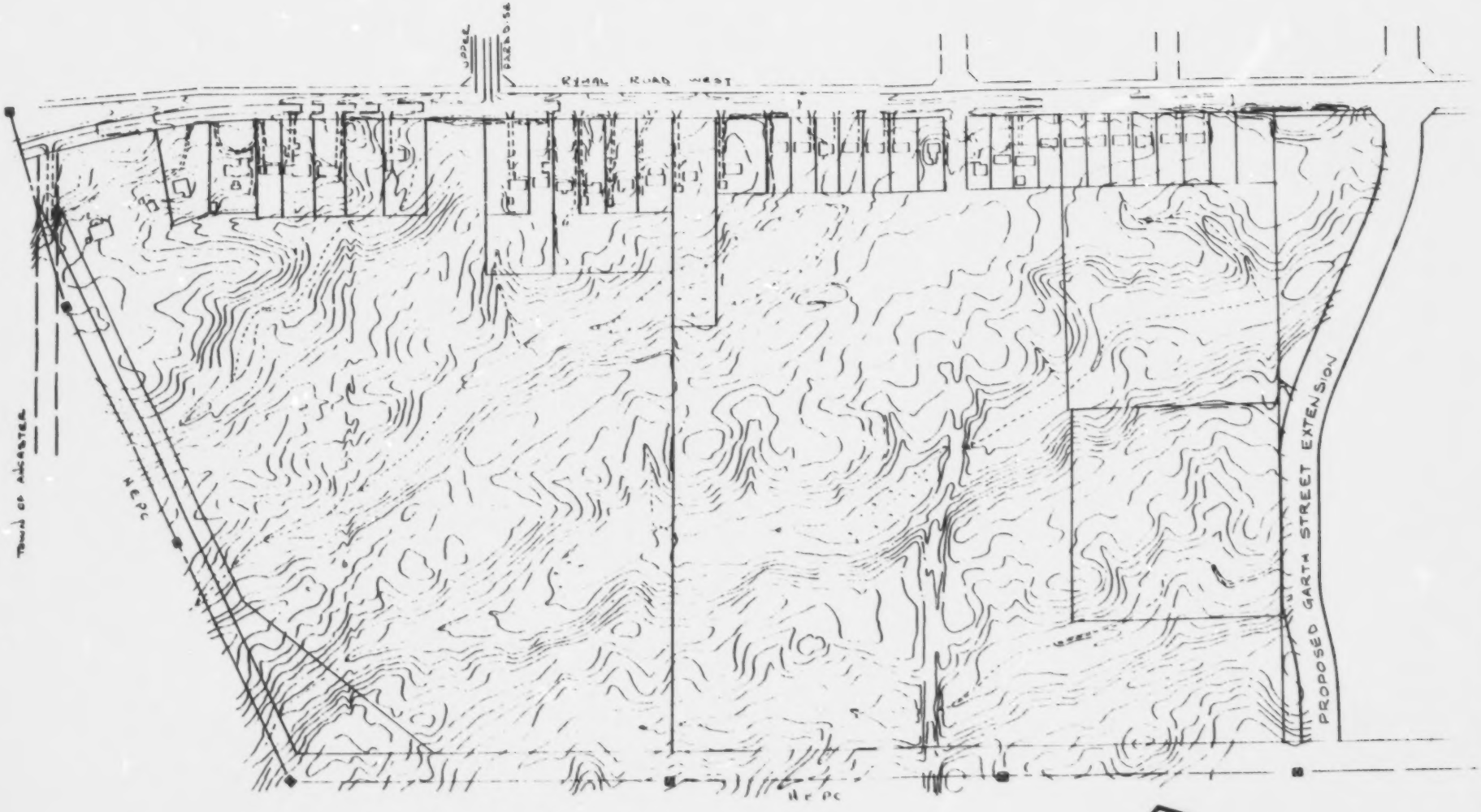


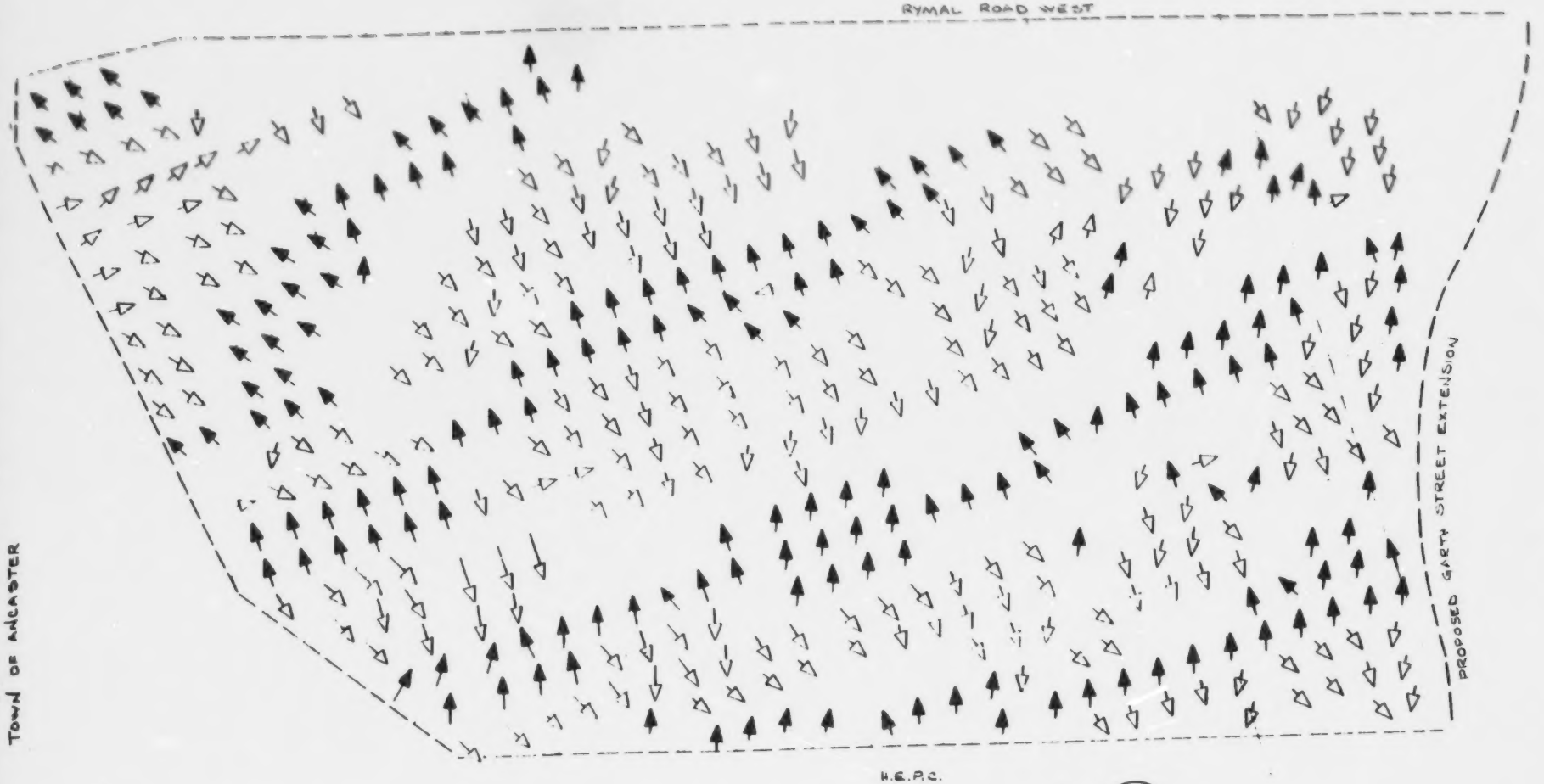
FIGURE 42
CARPENTER NEIGHBOURHOOD CONTOUR LINES AT 0.76 m (2.5 FT) INTERVALS

GRID PERCENTAGE OF SLOPES

LEGEND

O - OVER 10%
X - BETWEEN 5% - 10%
≡ - BETWEEN 2.5% - 5%

FIGURE 4.3



CONFIGURATION OF SLOPE DIRECTION

▷ - DIRECTION OF SLOPE

FIGURE 4.4

0.76 m (2.5 ft) intervals which describe the topography of the Carpenter Neighbourhood. As can be seen from the contour map the topography is quite undulating with pronounced valleys and existing drainage watercourses.

Figure 4.3 is a graphic representation using the grid indicating the percentage of slope using slope gradients.

4.2.3 Determination of Street Alignment

From the information supplied in Figures 4.2, it can be seen that the topography is very undulating with pronounced drainage areas and although it is possible to have most of the street alignments with an East-West orientation there are a number of constraints due to the nature of the topography.

As can be seen from Figure 4.4 most of the slopes are orientated North and South as shown by arrow direction. The land uses in this neighbourhood will mainly be devoted to low density single family development the neighbourhood street pattern may conflict in some cases with the most desirable criteria established for energy efficient planning in the Neighbourhood.

4.2.4 Energy

As can be seen from Figure 4.4 most of the slopes are orientated North and South as shown by arrow direction. In addition, a large percentage of the Northern slope orientation has a percentage of slope in the range of 5 - 10% and over, reducing the savings that could otherwise be gained if the lands were relatively flat.

Based on the above information regarding slope orientation and percentage of slope, it is felt that no substantial change in the alignment of streets other than good normal planning and engineering principles will increase energy efficiency in the neighbourhood.

INFRASTRUCTURE

5.0 INFRASTRUCTURE

5.1 Water Supply and Distribution

The Region of Hamilton-Wentworth is responsible for all components of the water supply, storage and external trunk mains needed to service the study area. Internal trunk mains up to 200 mm dia are the responsibility of the developer. For larger internal trunk mains, the increase in cost above a 200 mm dia main is covered by the Region. The proposed Garth Street extension would accommodate a larger trunk watermain location.

The study area is located entirely within pressure zone H-6. The water supply for this zone is from the 227,500 m3 capacity Garth Street reservoir located 1 km north of the study area. The top water level for this zone is 273.7 m.

The existing watermains servicing the study area consist of a 400 mm main on Rymal Road West to the north and Highway 6 to the east with a 200 mm main on Glancaster Road to the west. There is also a short section of 300 mm main west of Highway 6 on Twenty Road.

To allow full development of the study area the 400 mm watermain on Twenty Road would be extended by the Region to Glancaster Road to complete the above loop. An internal link (450 mm) as an extension of Garth Street between Rymal Road West and Twenty Road would also be provided. Internal servicing would generally be provided by 150 mm mains with the possibility of one or two 200 mm loops.

5.2 Sanitary Drainage

The main outlet for the study area is the recently constructed sanitary pumping station at the northwest corner of Highway 6 and Twenty Road West. According to the Region staff, the pumping station has been designed for a population of over 100,000 people and has adequate of capacity for the

development area. The actual pumps will be installed, as necessary, by the Region at their cost. The design invert for the pumping station is 213.08 m. (See Southwest Mountain Master Servicing Report, January 1986).

Currently the Garth Street gravity trunk located approximately 500 m north of Rymal Road is used as the outlet for the existing St. Elizabeth development. St. Elizabeth's has an internal sanitary drainage system outletting to an on site pumping station with a forcemain to the Garth Street sewer. A similar arrangement is also proposed for the planned Falkirk development located northeast of Rymal Road W. and Garth Street.

Insufficient downstream capacity on the Garth Street trunk precludes the use of this sanitary sewer as an outlet for further development. In addition, the existing St. Elizabeth development and the proposed Falkirk East development will have to be connected to the sanitary drainage system for the study area to help relieve the existing capacity problems on the Garth Street sewer.

It is anticipated that the main trunk sewer will extend north west from the pumping station generally following the path of Twenty Mile Creek. To service the lands to the north and west of the existing St. Elizabeth's development it will be necessary for the Region to purchase an easement through this property. The Region has indicated that if necessary the required easement could be expropriated.

A number of other trunks may be required along Twenty Road and along the HEPC corridor to complete service the study area.

5.3 Storm Drainage

The study area is located almost entirely within the Twenty Mile Creek watershed. Approximately 45 ha at the northwest corner of the site drains northwest into a tributary of Ancaster Creek. The remaining 420 ha drains southeast towards the Highway 6/Twenty Road intersection and represents 60% of the total watershed area (690 ha) upstream of this point. In order to

provide for future development the entire watershed area must be considered in the development of a storm drainage plan for the study area.

At the outlet from the site - Highway 6 and Twenty Road - the upstream area is quite low and flat with no defined channel either upstream or downstream of the intersection. Development in this area would require fill to allow for proper drainage.

Downstream on Twenty Mile Creek there are a number of existing problem areas. Since upstream development will increase the runoff potential stormwater management is required to control post development runoff to predevelopment levels for storm events from a 5 year to a 100 year return period.

A number of different types of developments are planned for the study area. The existing proposed St. Elizabeth's developments and the Berksin property are retirement communities and will be developed without basements. Consequently deep storm sewers are not required to service these areas. However, the development north of Rymal Road W. and possibly other developments require storm sewers to allow for weeper tile connections from the basements. The Region is generally opposed to the use of sump pumps unless an alternative power source is provided in the event of a power failure during storm events.

Storm drainage would also have to take into account the ponds on the St. Elizabeth property. These ponds are an aesthetic benefit to the site and normal flow into the ponds would have to be maintained.

Two main alternatives exist for storm drainage of the study area. A storm channel could be constructed to convey all runoff from the development area to a large detention area downstream of Highway 6. The channel would have to be deep enough to provide an outlet from the local storm sewers necessitating some channel excavation and possibly some filling adjacent to the channel. An open channel may limit the development potential of certain areas. The Region is currently investigating the feasibility of detention storage downstream of Highway 6.

The second main alternative would involve the installation of a storm sewer generally following the Twenty Mile Creek watercourse. The watercourse would be backfilled and the storm sewer would be used to convey the minor flow (5 year storm). The overland flow would be conveyed by a properly graded road network. Local on-site runoff controls would be required in order to minimize the size of the downstream sewer, reduce the amount of overland flow and control the post development runoff to pre development levels.

5.4 Roads and Traffic

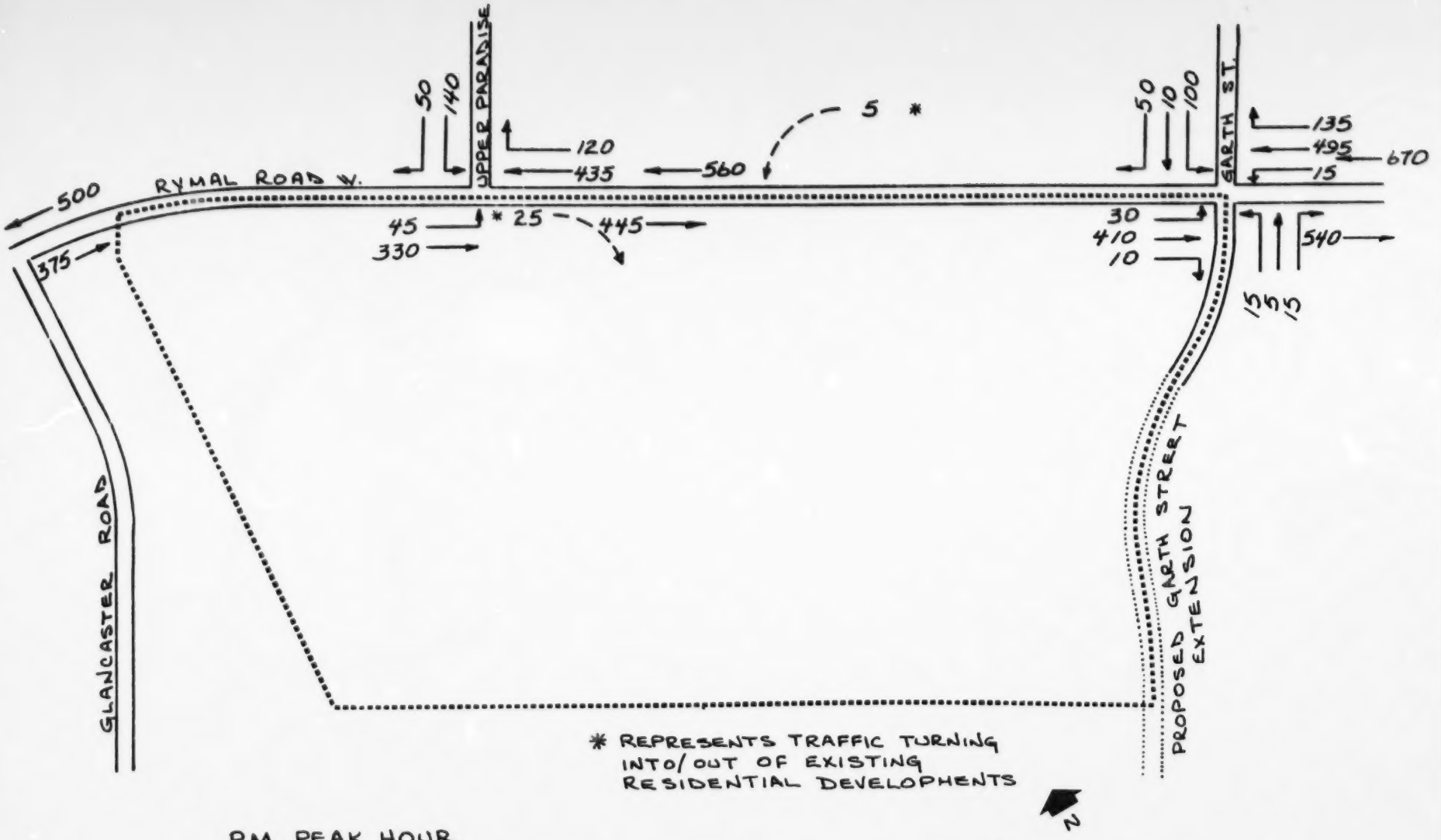
The Carpenter Neighbourhood is bounded on two sides by Rymal Road W. on the North, and proposed Garth Street extension on the east. The Ontario Hydro transmission line completes the boundary on the south and west sides.

There are no existing local or collector roads within the Carpenter Neighbourhood. Both Rymal Road W. and the proposed Garth Street extension are designated as arterial roads in the City of Hamilton Official Plan and the Regional Municipalities of Hamilton-Wentworth Official Plan. The proposed Garth Street extension will be constructed to arterial standards in the future when development of the neighbourhood takes place.

A speed limit of 60 kph is in effect on Rymal Road W. and it is expected that the proposed Garth Street Extension will have a 50 kph speed limit. Figure 5.1 shows the PM peak hour traffic volumes as they exist today.

5.4.1 Design of Berksin Development

The proposed development plan for the initial Berksin stage physically defines the concept for this lifestyle community. The plan is designated to meet internal needs, and as such is oriented towards providing the community with a safe and efficient transportation system, while at the same time, ensuring a desirable quality of life.



P.M. PEAK HOUR

TRAFFIC VOLUMES

EXISTING CONDITION

FIGURE 5.1

Design of the road network is to provide optimum access to the local residential sites and ancilliary community services. The road layout consequently exhibits a systematic pattern of organization, having regard for the natural alignment and foreseen patterns of movement within the community.

Given the somewhat "unique" objectives of this development, it is anticipated that, for the local road network, a minimum pavement width of 6.75 m will provide satisfactory access for residents. However, roadways within the development which will experience regular transit or delivery vehicle service should ideally have a minimum pavement width of 7.3 m. Parking is providing by two spaces on each lot. Cul-de-sacs should be designed with a minimum outer radius of 9.14 m, to accommodate emergency vehicle or truck access. Turning radii at intersections or on the horizontal alignment should have a minimum of 9.0 m radius to accommodate buses, trucks and emergency vehicles.

A secondary access point is desirable in terms of vehicular circulation related to emergency conditions. Utilizing the proposed Garth St. Extension, the access could readily be incorporated into the proposed Neighbourhood Plan.

Sidewalks should be provided parallel to all internal roads that are not served by a rear lot open space system. Sidewalks, bikeway paths or a combination of both should be incorporated into the designated passive open space, to provide practical and convenient routing to the local community centre, and similar developments located immediately east of the Berksin development (i.e. St. Elizabeth).

Sidewalks should be 1.5 m wide, while bikepaths or combination bike/walk paths should be 2 m and 3.2 m wide respectively.

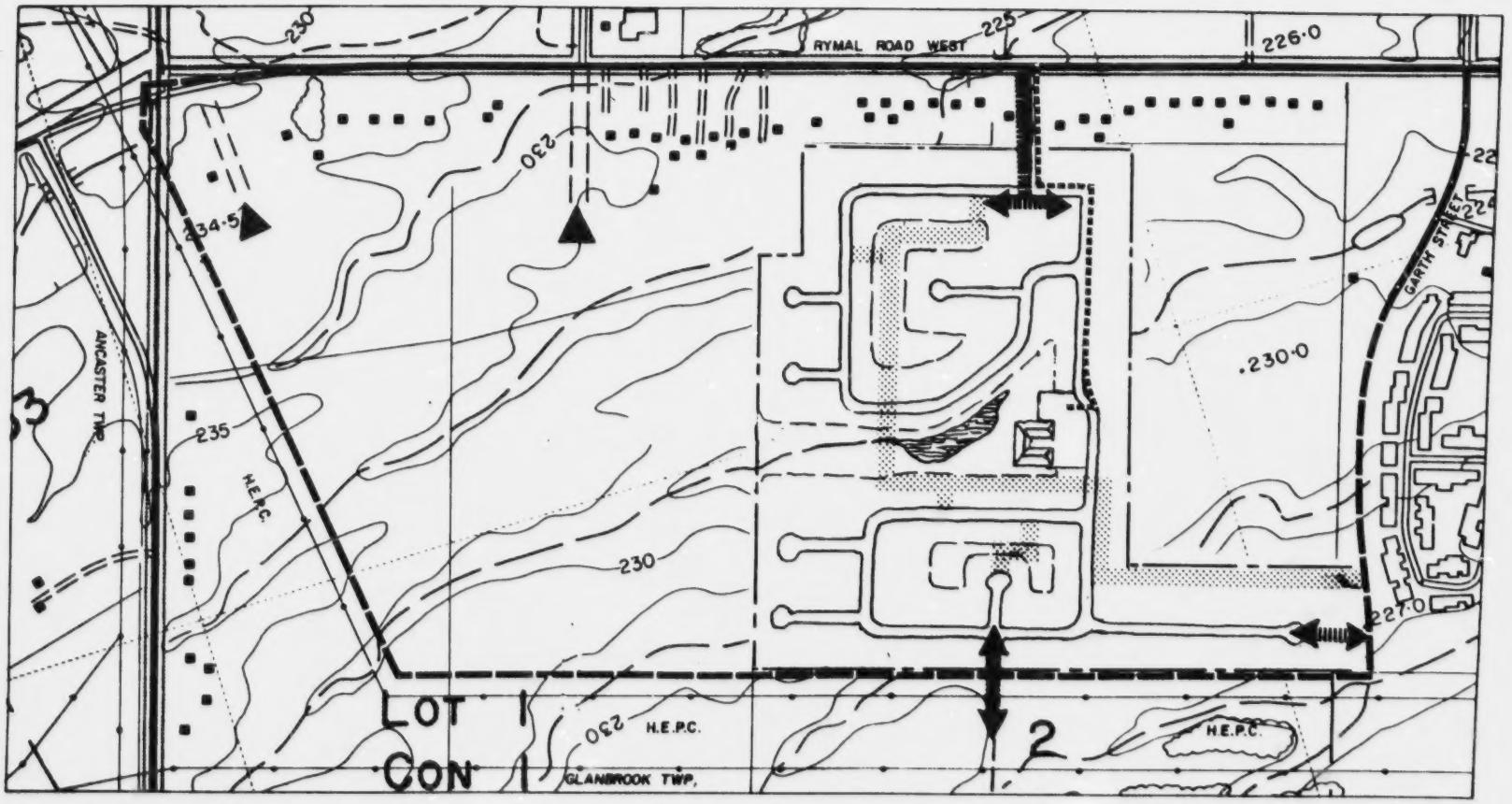
5.4.2 Access to Berksin Property

The main access to the development has been proposed to intersect Rymal Road W., opposite the access point for the planned Falkirk East neighbourhood expansion. Peak hour conditions on Rymal Road West consists of a steady although not unduly heavy stream of vehicles. The recent installation of traffic signals at Garth Street and Rymal Road West in December 1985 will provide good gap opportunities, especially in the westbound traffic stream, for vehicles exiting the Berksin community. Exiting vehicles will have very good sight visibility for gap opportunities in the eastbound traffic stream and as such, should have little difficulty entering onto Rymal Road West. Exiting traffic generated by the site should not therefore present any problems with regard to queuing, congestion, delay or safety.

It may be desirable to remove eastbound vehicles, turning into Berksin, from the traffic flow on Rymal Road W. by providing a short deceleration lane into the property. This, however, would be a safety consideration and as such, likely warrants further review once the intersection is in place.

Westbound vehicles entering the development will block following westbound traffic in the event that a turning vehicle is delayed. Depending on the final design of entry location, and consequent sight visibility on the approach, it may be prudent to provide a channelized left turn lane for turning vehicles. Since it is likely the Falkirk development will require similar treatment (because of the shear magnitude of its turning traffic), the provision of opposing left turn lanes may be desirable for this location. Such opertion will of course require an adequate right of way to accommodate the short and long range geometric design of Rymal Road West.

A primary access for the Berksin community onto the proposed Garth Street Extension was reviewed, in lieu of providing a local access directly onto Rymal Road West. An access onto Garth Street would relocate all development-related turning traffic from a mid-block access on Rymal Road to the intersection of Garth and Rymal Road and, would provide a convenient local access between the Berksin and St. Elizabeth retirement communities.



LEGEND

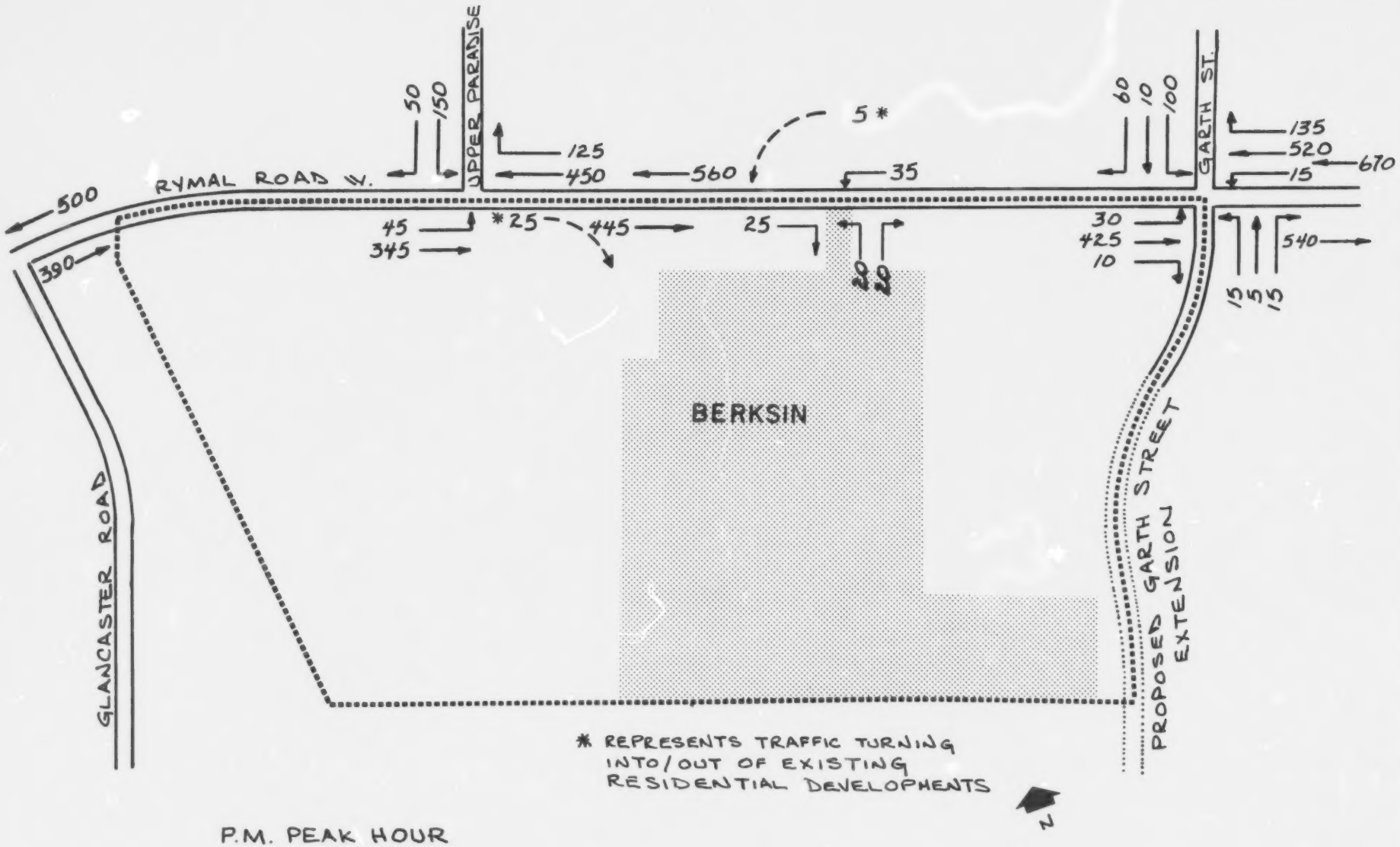
- Boundary, Berksin Ph. 1
- Open Space
- Proposed Transit Routing
- Proposed Emergency Vehicle Access Points.
- Pedestrian/Bikeway Path
- Proposed Access Points (Location approximate)
- Study Area

Note: Layout of internal road plan for Berksin site is conceptual only and not necessarily to scale.

FIGURE 5.2

PROPOSED
TRANSPORTATION INFRASTRUCTURE
BERKSIN PHASE 1.

DeLCan



P.M. PEAK HOUR

TRAFFIC VOLUMES

STAGE 1.

FIGURE 5.3

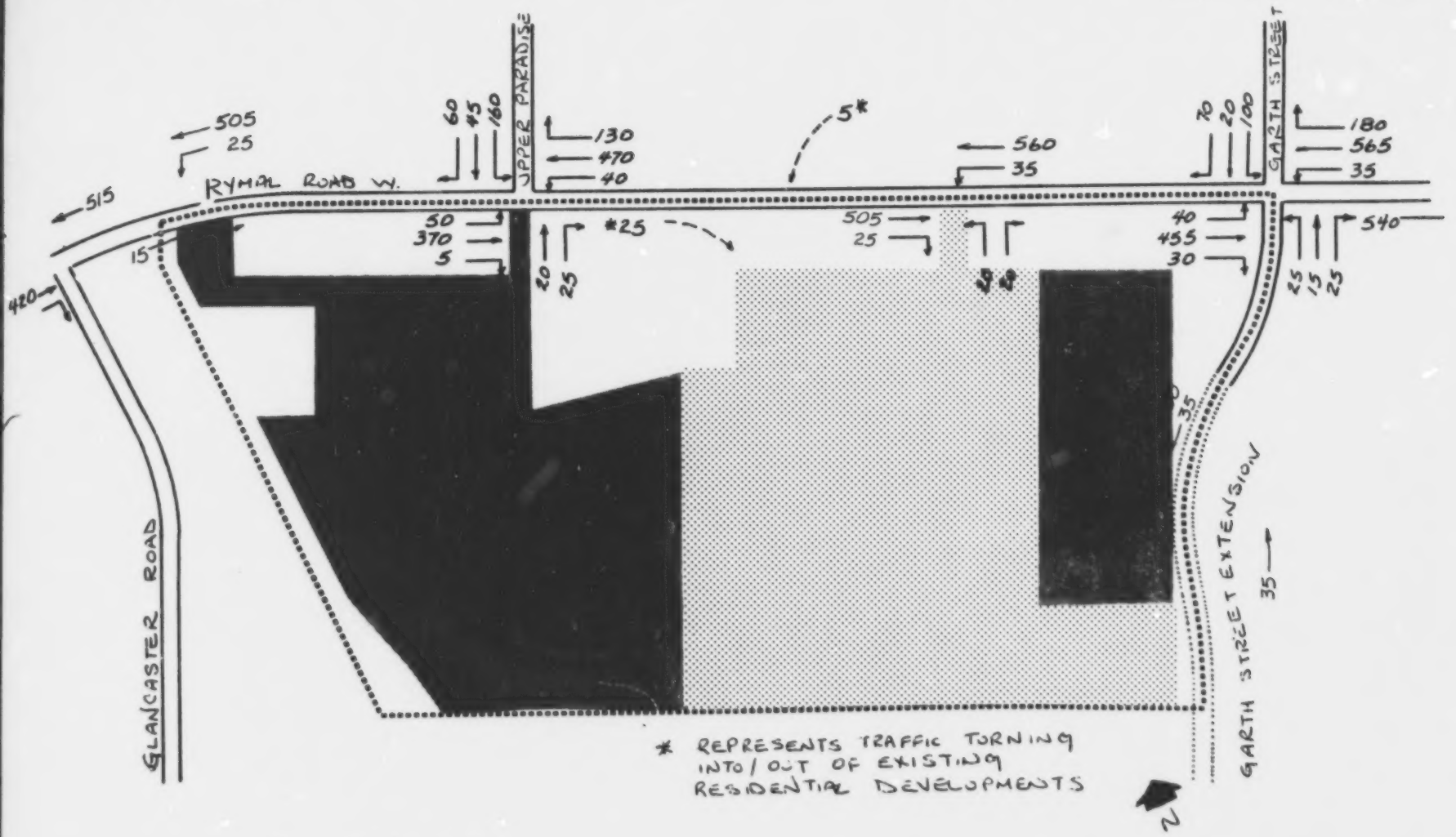
In terms of traffic impacts related to a direct access point on Rymal Road, our review has concluded that local and through traffic could be safely and efficiently accommodated if the appropriate geometric measures can be implemented at this location. The relatively minor improvements which are associated with this mid block access and related traffic activity could be considered relatively cost-effective in the short term compared to extending Garth Street and, adaptable to proposed geometrics on Rymal Road in the long term.

The issue of providing a local access between the two retirement communities was also reviewed. In terms of development objectives for the Berksin community, the plan is designated to meet internal needs, and as such is oriented towards providing community needs within the development. The development of primary access onto Garth Street to link with St. Elizabeth may be a desireable option in the long term, but is not justified at this time. In summary, given the self contained nature of the development and the relatively minor volumes of traffic generated from Berksin, traffic between Berksin and St. Elizabeth via Rymal Road W. should be nearly negligible, having little or no impact on capacity or safety.

An emergency exit for the Berksin property, onto the proposed Garth Street extension, should however be considered as a secondary access point to/from the community. The designated nature of this link should be maintained so as to preclude regular use by local traffic.

Preferred access points, emergency and transit vehicle routing, as well as designated pedestrian walkways are schematically shown in Figure 5.2.

The lands of Berksin will develop as an independant planning unit due to the lifestyle of the Berksin development and no provision has been made to connect the lands on either side. The Berksin development shall, however, play an important role in the neighbourhood by providing housing and amenities for a certain age group.



P.M. PEAK HOUR

TRAFFIC VOLUMES

STAGE 1a

FIGURE 5.4

5.4.3 Access to Other Properties

The west half of the carpenter neighbourhood will as an independant residential planning unit of the neighbourhood. Due to the lifestyle of the Berksin development, no provision will be made to connect the two planning units.

Primary access to the external road network for the neighbourhood to the west, could likely be provided via a connection to Rymal Road West, at Upper Paradise Road to provide the fourth leg of the intersection. A second access to Rymal Road W. could be located on the lands west of the existing dwelling unit at #723 Rymal Road depending on the phasing of the development in the west, and the surrounding area, associated traffic growth may eventually warrant traffic signal control at one of these access points.

The need for signals will be ascertained through the periodic monitoring of traffic operations, with respect to land development and other road network improvements within the area.

It is likely therefore, that adequate access can be provided for the eventual development of lands immediately west of the Berksin property on Rymal Road West.

Access to the development of the two properties owned by the Roman Catholic Separate School Board and the Hamilton Board of Education will be from the proposed Garth Street Extension.

Preferred access points for this property can be referenced in Figure 5.4.

5.5 Public Transit

The Hamilton Street Railway Company presently provides service to the Carpenter Neighbourhood through two bus routes which link the neighbourhood to the downtown core of Hamilton as well as the east-west routes that serve

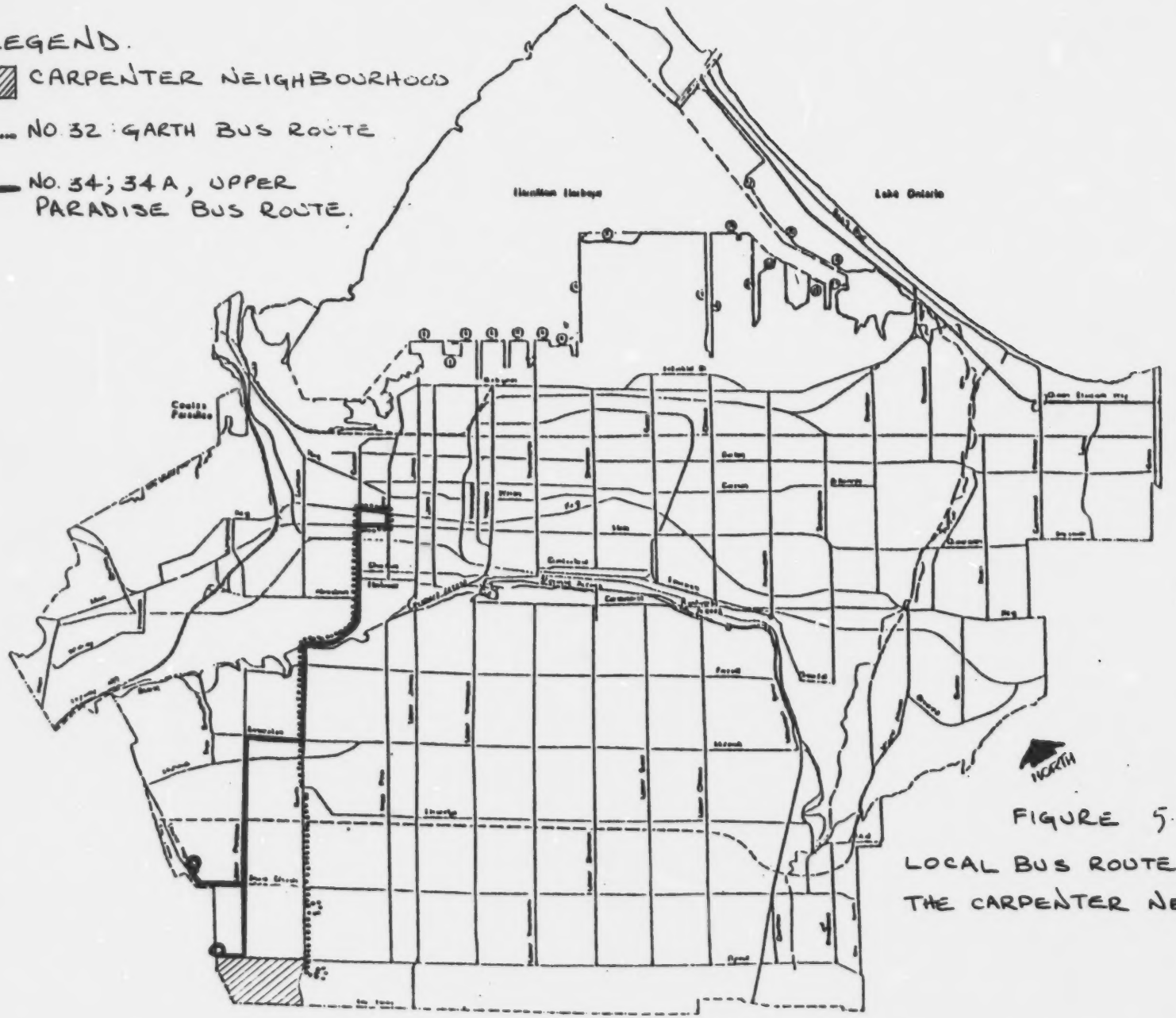


FIGURE 5.5

LOCAL BUS ROUTES SERVING THE CARPENTER NEIGHBOURHOOD.

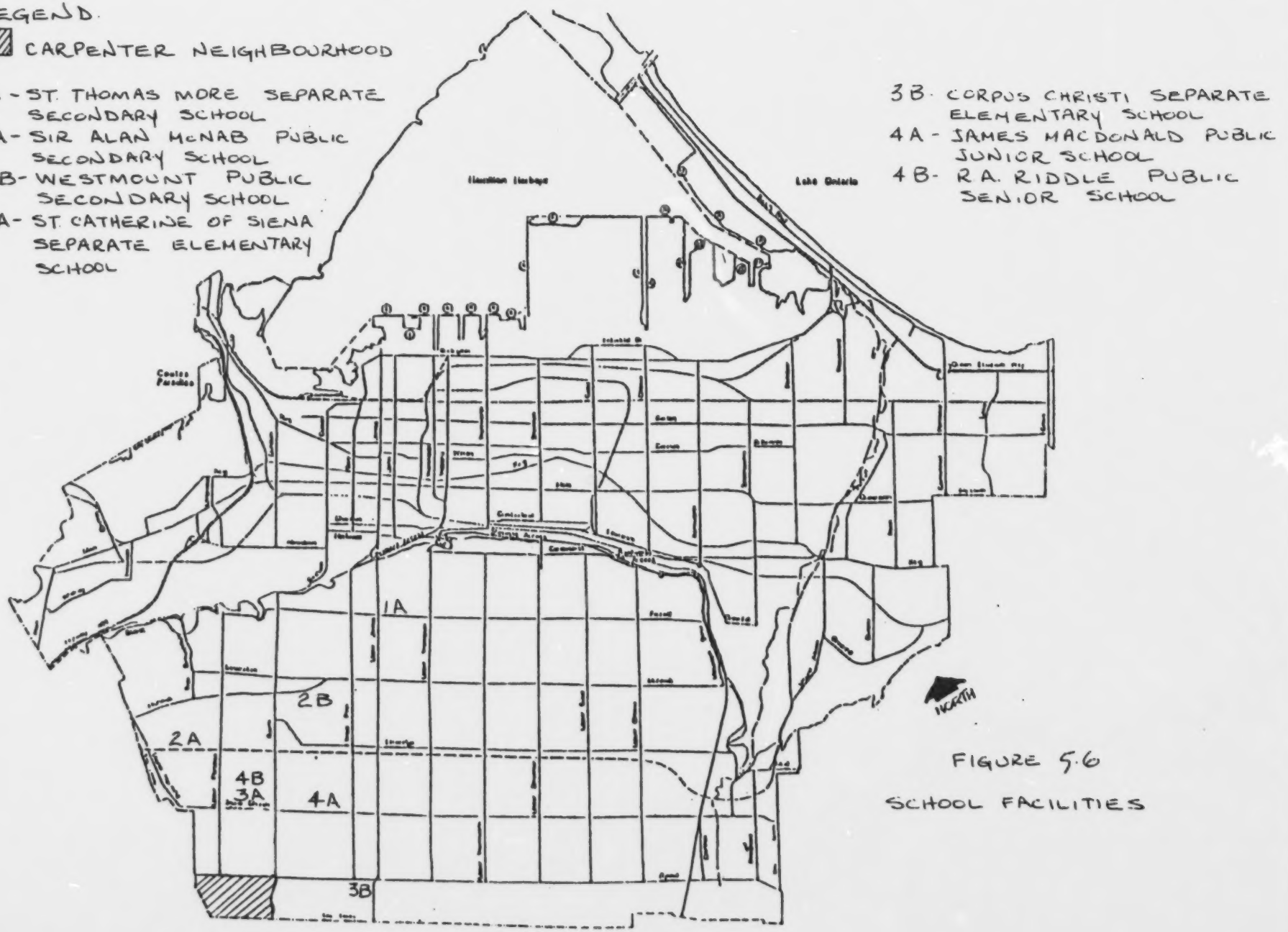


FIGURE 5.6

SCHOOL FACILITIES

the Mountain area of the City. Figure 5.5 shows routes No. 32: Garth and No. 34-34A: Upper Paradise, which serve the east and west sides of the neighbourhood respectively.

Route No. 32: Garth, gives daily service which extends from around 4:00 a.m. to 12:30 a.m., every 20 minutes, with less frequent Sunday and holiday service. Route No. 34-34A: Upper Paradise, provides week-day service, with a 20-minute frequency, from 6:00 a.m. to 6:30 p.m. with runs extended to 9:20 p.m. on Thursdays and Fridays and Saturday service running every 30 minutes. No bus service is provided along this route on Sundays. The extension of public transit services to serve the Carpenter Neighbourhood may well be feasible if a loop system can be provided with the extension of Garth Street Southerly and a collector road entering Rymal Road in the vicinity of the City limits.

User type and demand would be evaluated to determine if the additional provision of service was necessary and could be justified.

5.6 Schools

Although no schools exist within the Carpenter Neighbourhood, facilities are present in the surrounding area to serve the residents the same as in Falkirk East Neighbourhood.

Future residential development in the Carpenter Neighbourhood would probably not force new construction of schools in this neighbourhood for many years, if ever, since the Provincial Government tends to subsidize busing rather than the building of new schools. However, recent changes in funding for Separate schools by the Provincial Government could well change the school system and needs both for the Public School system and the Roman Catholic Separate school system.

As the Carpenter Neighbourhood has less acreage than most of the Neighbourhoods 67.3 ha (166 ac) and almost one third of the total acreage will be devoted to a retirement type community it is doubtful that either a public

school or separate school would ever be constructed in the Carpenter Neighbourhood. Lands are available in the Falkirk East Neighbourhood for a public school to serve the area when the need can be justified.

The Separate School Board does not have a site in the Falkirk East Neighbourhood and that area is now served by two elementary schools, one in the Gilkson Neighbourhood, St. Catharine of Siena and the other, Corpus Christi, in Kennedy East Neighbourhood both at enrollment capacity. This problem may force the Separate School Board to locate in the Carpenter Neighbourhood where they own a school site as well as the Public School Board. The secondary separate school serving this area is also overcrowded but the Roman Catholic School Board is optimistic that this problem will be alleviated by the time the future residents reach high school age. See Figure 5.6.

5.7 Fire Protection

The city of Hamilton Fire Department reports that the Carpenter Neighbourhood presently receives full fire protection from either Station 3, at 965 Garth Street at Mohawk Road or Station 12, at Mohawk Road or Station 12, at 799 Upper Wentworth near Mohawk Road.

Source: Mr. Joyce
City of Hamilton Fire Department
September 9, 1985

5.8 Police Services

The Hamilton-Wentworth Regional Police Department reports that the Carpenter Neighbourhood presently receives full police services from the Mountain Police Station at Upper Wellington Street and Inverness Avenue East. Full service includes regular police activities in addition to a number of community services designed to aid victims and educate residents.

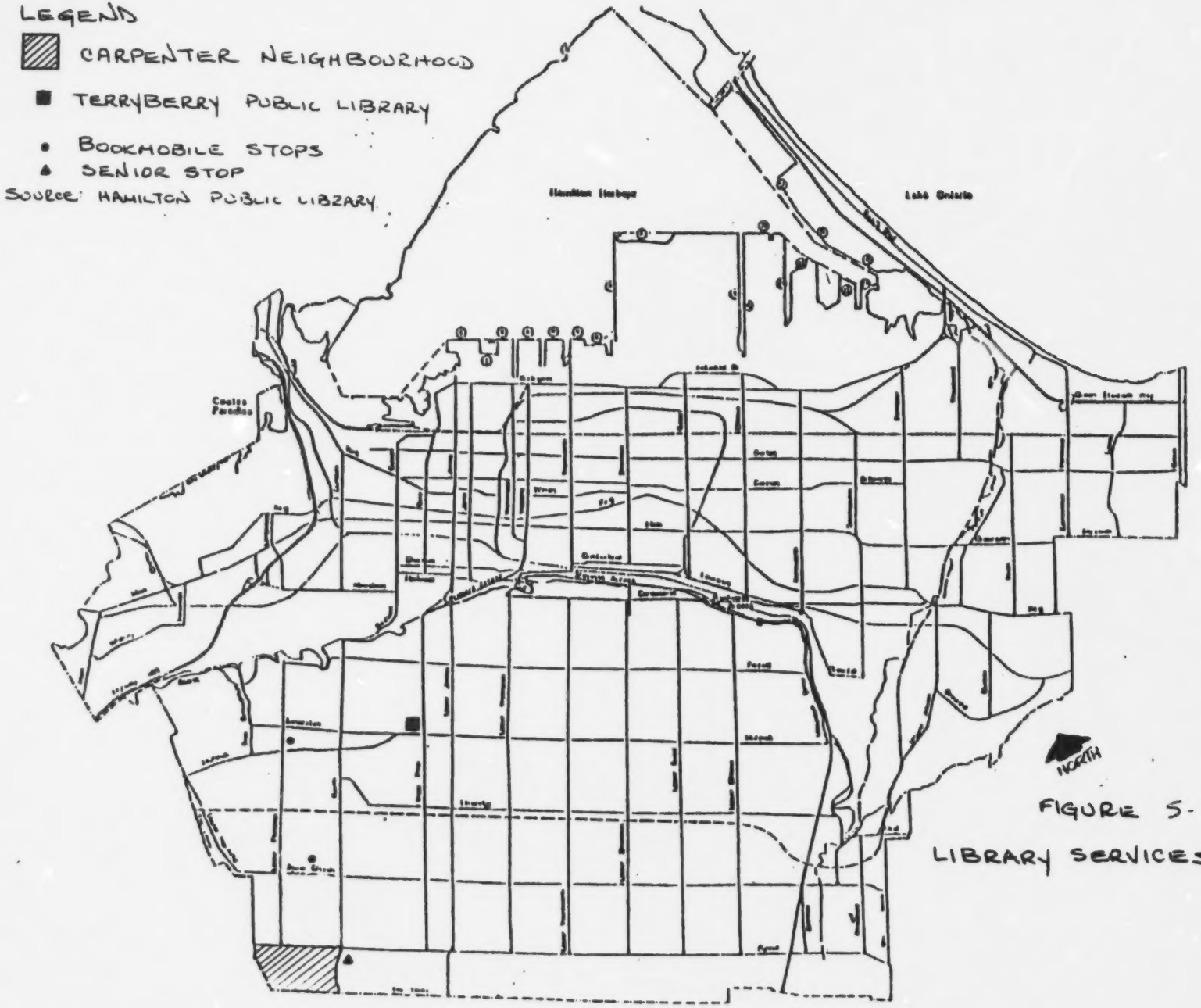


FIGURE 5-7

LIBRARY SERVICES

Source: Sgt. Perry Sullivan
Hamilton-Wentworth Regional Police Department
September 9, 1985

5.9 Library Services

The Carpenter Neighbourhood is presently served by the Terryberry Library at the corner of Mohawk Road and West 5th Street (refer to Figure 5.). This facility is the largest of the three libraries which serve the southern portion of Hamilton. It has a meeting room and an extensive Reference Department.

The Bookmobile services the southwest section of the City. Shown on Figure 5.7 are the two Bookmobile stops closest to the Carpenter Neighbourhood, at the intersection of Mohawk Road and Upper Paradise Road, and Garrow Drive just west of Garth Street.

A stop exists at the St. Elizabeth Village. The Bookmobile stop offers texts with larger print. This Bookmobile at St. Elizabeth's Village stop is made every two weeks.

Source: Mr. Merit
Central Hamilton Library

5.10 Garbage Collection

Garbage collection in the Carpenter Neighbourhood is collected at curbside once a week (Monday) and is transported to one of three places: The Regional Solid Waste Reduction Unit (SWARU) on Kenora Avenue near the QEW and Highway No. 20; the transfer station adjacent to the SWARU; or the transfer station on Upper Ottawa Street south of Rymal Road. Collection would be extended for any new development in the neighbourhood.

Source: Mr. Green
Public Works Department, City of Hamilton
September 10, 1985

5.11 Cultural and Recreational Facilities

Hamilton, with its population over 300,000 people is a major urban centre and has a wide variety of cultural and recreational facilities that serve the entire City as well as some surrounding Municipalities. At the present time, there are no cultural or recreational facilities in the Carpenter Neighbourhood due to the fact that it is mainly undeveloped with the exception of the existing residential dwellings fronting Rymal Road W. Therefore, these residents must presently rely on facilities outside their neighbourhood.

The closest existing community and neighbourhood facilities are located north of Stone Church road some distance away from the Carpenter Neighbourhood. However, with the development of the Falkirk East Neighbourhood certain facilities such as park land for active and passive recreation areas will be mostly within the recommended catchment area for a Neighbourhood Park which is a 0.8 km (0.5 mile) radius as can be seen from Figure 5.8. However, due to other major constraints such as crossing Rymal Road W., there should be some provision for park land in this neighbourhood to serve all the residents.

There is no doubt that deficiencies presently exist in community and neighbourhood facilities to serve the Carpenter Neighbourhood, but these will be lessened when the City develops the future community park in the Falkirk East Neighbourhood this is not listed as a priority by the Culture and Recreation Department of the City. The Culture and Recreation Department for the City of Hamilton have advised that they have submitted for consideration in the capital budget a two-pad arena to be constructed in Falkirk East in 1990. North of Stone Church Road in the Gilkson, Gilbert, Fessenden and Rolston Neighbourhood, a number of facilities are available some provided on school properties, others on lands designated as community parks. A list of these facilities is as follows:

Gilkson Neighbourhood Park:

- 2 baseball diamonds with backstop;
- natural rink;

- traditional playground with wooden cars, sandbox, climber and swings;
- a shelter; and
- an actual area of 1.7 ha (4.2 ac) and a fair visual assessment rating.

R.A. Riddell Elementary School:

- 2 baseball diamonds with backstops;
- soccer field;
- traditional playground with climber and sandbox;
- 21.3 m (70.5 ft) x 13.7 m (45 ft.) gym with a 393 seated assembly capacity, partition, basketball court and 4 nets, volleyball court, soccer markings and 4 climbers; and,
- an actual area of 4.03 ha (9.985 ac.), 1.59 ha (3.92 ac of which is useable and in fair condition.

St. Catharine of Siena Roman Catholic Elementary School:

- asphalt play area;
- grassed play area;
- 296.5 sq.m (3192 sq. ft) gym with basketball court and nets, changerooms and showers; and, an area of 1.59 ha (3.92 ac.), 1.03 ha (2.54 ac.) of which is useable, but has a poor visual condition rating.

Next to the services available in Neighbourhood parks and at a higher level is the Community Parks and their corresponding facilities. Included in this grouping are Secondary Schools and adjacent facilities which are considered to be necessary to meet the needs of the Community. As shown in Figure 5- there exists two community parks, two secondary schools and one community centre with the following facilities:

William McCulloch Park:

- 3 baseball diamonds with 3 back stops;
- creative playground;
- traditional playground with 12 junior swings, 2 sewer pipe crawl throughs, sandbox and climber;

- a soccer/football field with goals; and,
- an actual area of 6.37 ha (15.73 ac.) and a good visual assessment rating.

Captain Cornelius Community Park:

- baseball diamond with back stop;
- football/soccer field with back stop;
- woodlot at the east end of the park; and,
- an actual area of 6.97 ha (17.23 ac.) which is in fair condition.

Westmount Community Centre:

- kitchen;
- 25 m (82.02 ft.) x 15 m (49.21 ft.) indoor pool with a 0.9 m (2.95 ft) to a 3 m (9.894 ft.) depth, a 1 m (3.28 ft.) diving board, changerooms, showers and washrooms, and,
- 3 general purpose rooms: one 6.1 m (20 ft.) x 10.1 m (33 ft) with a capacity of 60 people, one 5.2 m (17 ft.) x 8.5 m (28 ft) with a capacity of 50, and a club room.

Sir Allen MacNab Community Centre

- kitchen;
- 25 m (82.02 ft.) x 10.7 m (35.1 ft.) indoor pool with a 0.9 m (2.95 ft) to a 2.91 m (95.47 ft.) depth, a 1 m (3.28 ft.) diving board, changerooms, showers and washrooms, and,
- 2 general purpose rooms: one 7.81 m (25.62 ft.) + 7.91 m (25.95 ft.) with a capacity of 61 people, and one 7.81 m (25.95 ft.) with a capacity of 61 people, and one 7.81 m (2562 ft.) + 12.21 (40.05 ft.) with a capacity of 95 people.

Westmount Secondary School:

- auditorium;
- a senior gym that is 31.4 m (103 ft.) x 24.4 m (80 ft.) with a 805 seated capacity, partition, bleachers, 3 basketball courts and 10 nets, 4 volleyball courts, 8 badminton courts, 2 climbers and a scoreboard;

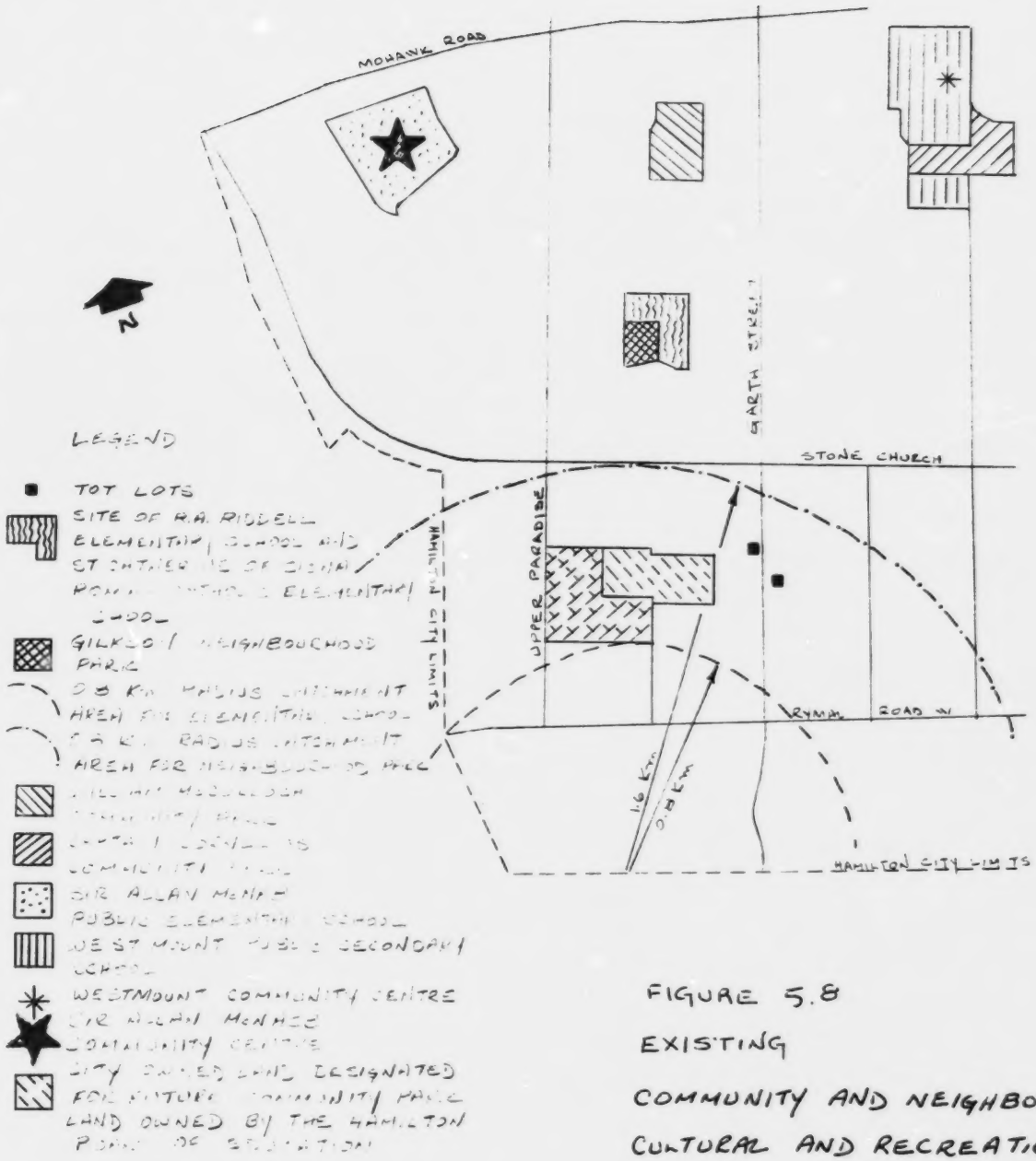


FIGURE 5.8

EXISTING

COMMUNITY AND NEIGHBOURHOOD

CULTURAL AND RECREATIONAL

FACILITIES

SOURCE: BACKGROUND DATA: CITY OF HAMILTON MASTER PLAN FOR CULTURE AND RECREATION. HAMILTON-WENTWORTH, PLANNING AND DEVELOPMENT DEPARTMENT, NOV, 1981

PLANNING INFORMATION

- junior gym that is 23.2 m (76 ft.) x 14.6 m (48 ft.) with a 456 seated capacity, basketball court and 6 nets, 2 volleyball courts and an archery net;
- football field with goals/2 soccer fields; and,
- an actual area of 11.77 ha (29.08 ac.), 8.18 ha (20.22 ac.) of which is useable and in good condition.

Sir Allan MacNab Secondary School:

- 2 outdoor basketball backboards;
- football/soccer field;
- senior gym that is 30.2 m (99 ft.) x 24.7 m (81 ft.) with a 500 seated capacity, partition, 3 basketball courts with 10 nets, 4 volleyball courts, 8 badminton courts and a weight room;
- junior gym that is 14.6 m (48 ft.) x 24.7 m (81 ft.) with a 480 seated capacity, basketball courts and 6 nets, 2 volleyball courts;
- an auditorium; and
- an actual area of 13.28 ha (32.81 ac.), 8.41 ha (20.79 ac.) of which is useable and in fair condition.

PLANNING INFORMATION

6.1 Planning Documents

There are a number of planning documents which establish guidelines and regulations that govern the development of the Carpenter Neighbourhood. These documents can be viewed in a hierarchy with the Region of Hamilton-Wentworth Official Plan setting out general policy to which each subsequent document must conform. Next in the hierarchy is the City of Hamilton Official Plan, then the City of Hamilton Comprehensive Zoning By-law and finally the Carpenter Neighbourhood Plan. The Regional and City Official Plans and the Zoning By-law are governed by the provisions of The Planning Act, 1984. Although the Neighbourhood Plan is not required by the Province, it is intended to give residents an indication of the nature of future development in the area.

6.1.1. The Regional Municipality of Hamilton-Wentworth Official Plan

The Carpenter Neighbourhood is identified as Urban Residential and Related Uses within the "Urban Policy Areas" of the Hamilton-Wentworth Official Plan. The plan designates Rymal Road West as an interregional highway and Garth Street as an arterial road.

The Regional Municipality of Hamilton-Wentworth Official Plan was adopted by Regional Council on June 17, 1980 and approved by the Minister of Housing on June 26, 1980.

The Carpenter Neighbourhood was previously located in the Stage III development area as shown on Map No. 7 to the Official Plan and did not conform with the current staging policies of the Plan. However, on October 2, 1984 Regional Council adopted Official Plan Amendment No. 11. The purpose of the Amendment was to amend Map No. 7 (i.e., "Staging of Development") by

changing all lands within Stages 2 and 3 in the City of Hamilton to Stage 1, thereby removing any staging impediments to the permissibility of the servicing and development of these lands.

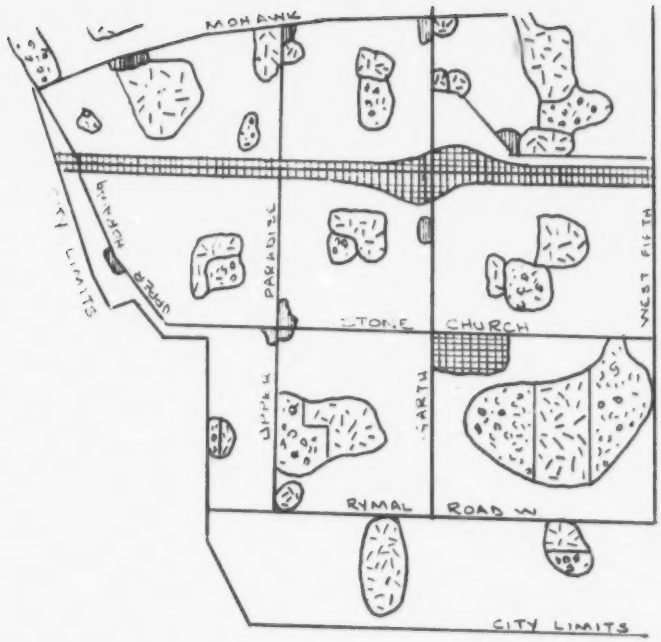
It should be noted that the Amendment was referred to the Ontario Municipal Board.

On September 12, 1985 the Ontario Municipal Board approved of the amendment and the lands in the Carpenter Neighbourhood are now in a position to proceed on the basis of need and the availability of services and will not conflict with the intent of the Plan. Notwithstanding the foregoing, the Official Plan Policy 14.3.2 "Development Control" requires that prior to any development taking place that a Neighbourhood Plan be prepared and approved by the City of Hamilton and endorsed by the Regional Municipality of Hamilton-Wentworth.

6.1.2 The City of Hamilton Official Plan

The City of Hamilton Official Plan was adopted by City Council on May 11, 1982 and approved by the Minister of Municipal Affairs and Housing on June 1, 1982. As in the case of the Region it was necessary prior to any development being undertaken in the Carpenter Neighbourhood that the Ontario Municipal Board approve Amendment No. 22 to the Official Plan for the City of Hamilton. This Amendment allows for development to occur on lands presently in Stage 2 and 3 which includes the Carpenter Neighbourhood. Again, as in the case of the Region, the City requires that a Neighbourhood Plan be prepared and approved by the City of Hamilton to bring it into conformity with the requirements of the Official Plan.

The Official Plan for the City of Hamilton contains a land use concept and planning policies which are intended as a guide for development in the city to the year 2000. Figure 6-1 illustrates the designations in by the Official Plan to the lands in the the Carpenter Neighbourhood and surrounding Neighbourhood. In the Carpenter Neighbourhood only two land use categories are designated, these being residential, institutional.



LEGEND.

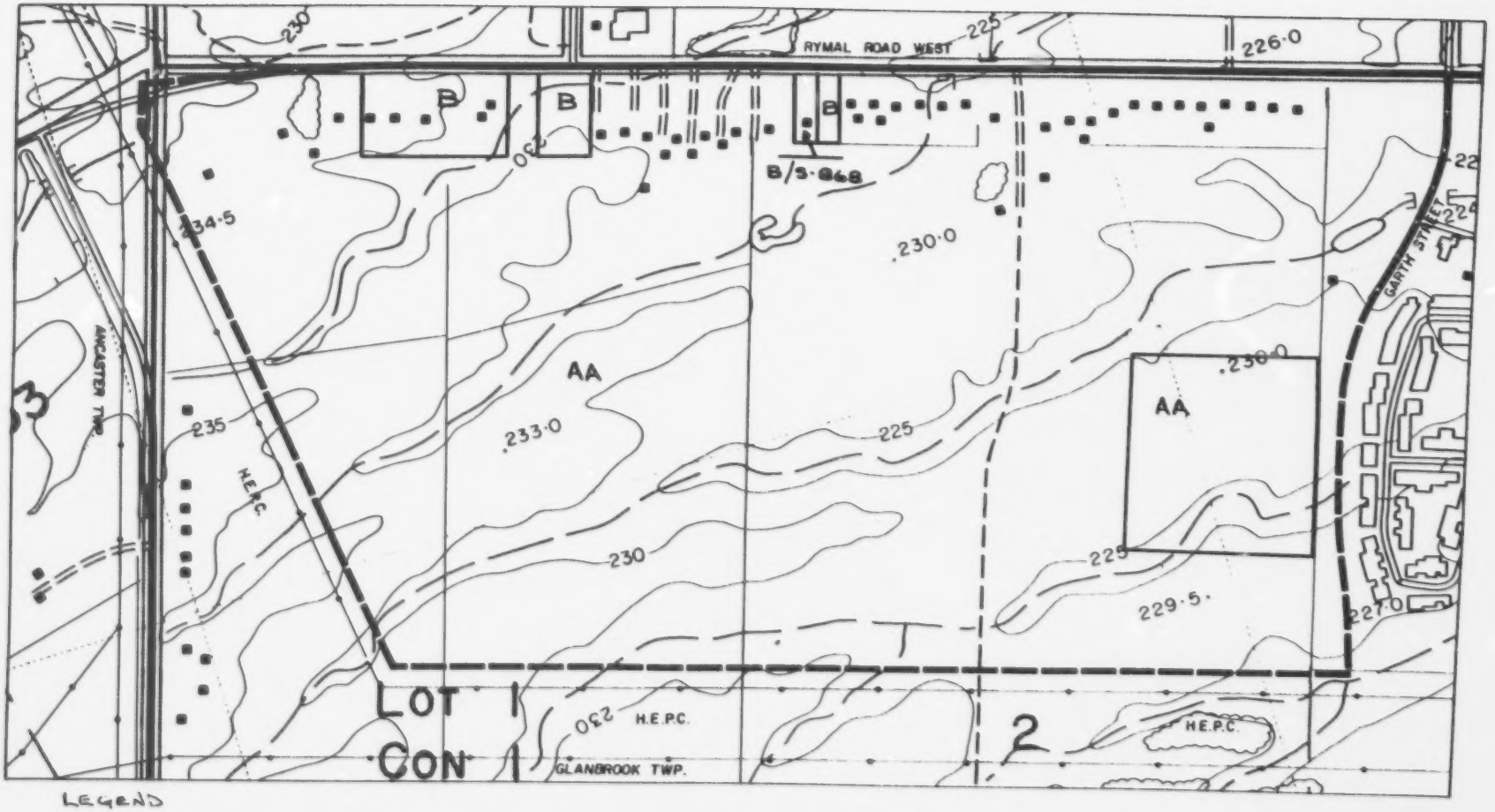
- RESIDENTIAL
- COMMERCIAL
- OPEN SPACE
- INSTITUTIONAL
- UTILITIES

FIGURE 6-1

CITY OF HAMILTON
LAND USE DESIGNATIONS
FOR
CARPENTER NEIGHBOURHOOD
AND
SURROUNDING NEIGHBOURHOODS

SOURCE:

CITY OF HAMILTON
OFFICIAL PLAN
SCHEDULE A
1983

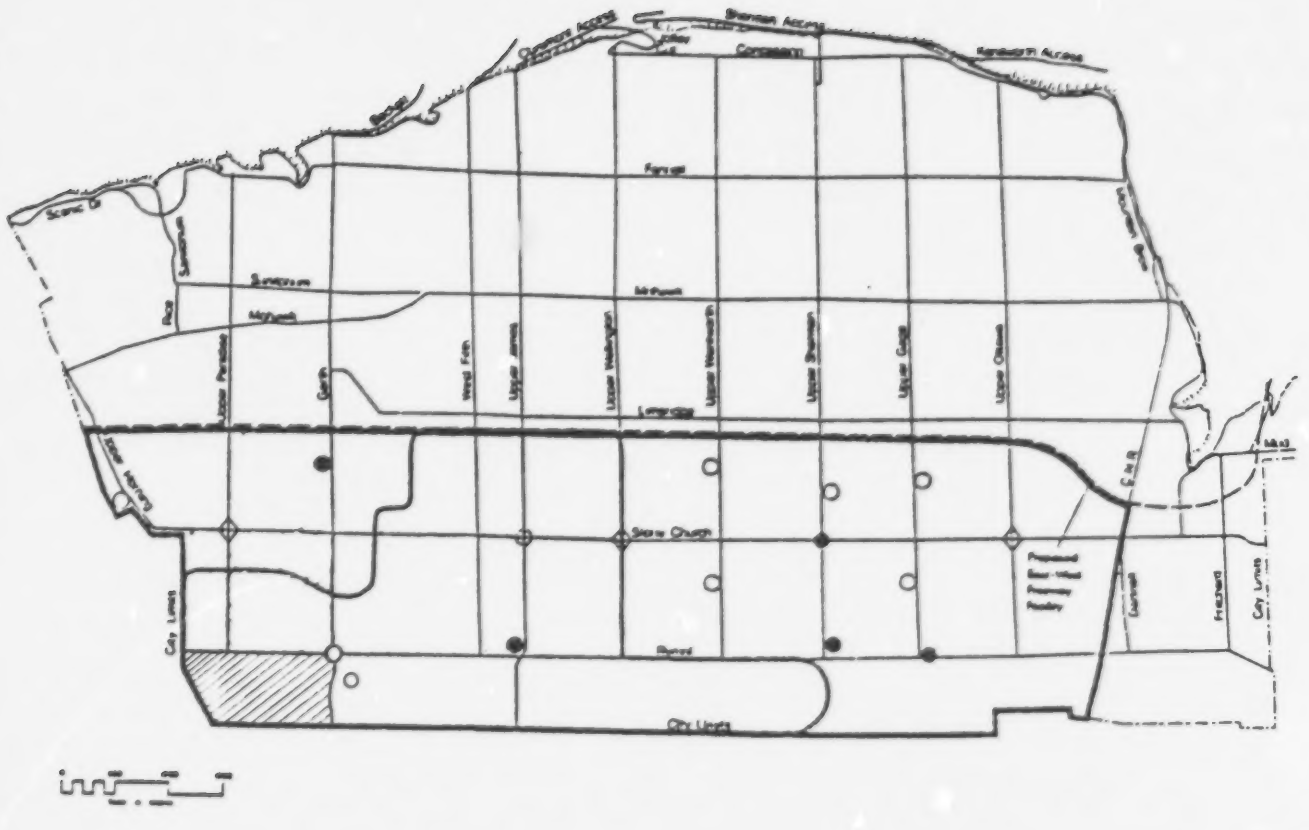


LEGEND

AA AGRICULTURE
B SUBURBAN AGRICULTURAL AND RESIDENTIAL

FIGURE 6.2

PRESENT ZONING CATEGORIES


Upper Paradise
Upper Gage
Upper Ottawa
Upper Sherman
Upper Nashdenth
Upper Wellington
Upper James
West Fifth

All but about 8.3 ha of land is designated for residential purposes in the City's Official Plan for the Carpenter Neighbourhood.

The policies in the Official Plan dealing with residential uses recommend that a mix of dwelling types be provided and complement the existing residential development and natural environments. Residential areas allow other uses which are considered necessary to serve all the residents and may include local convenience operations, home occupations and medical practitioner offices. Local commercial facilities may not exceed 230 sq.m (2475.7 sq. ft.). Any locations of local commercial facilities will be outlined in the Neighbourhood Plan.

The only designation, other than residential in the Official Plan for the Carpenter Neighbourhood are lands owned by the Hamilton Board of Education and the Separate School Board and these are shown on the Official Plan as Institutional. The total acreage of the Institutional designation is about 8.3 ha (20.5 ac).

6.1.3 The Township of Glanbrook Official Plan

The new Official Plan for the Township of Glanbrook was adopted by By-Law 312-85 on October 21, 1985 by the Township Council. The new Official Plan has since been forwarded to the Ministry of Municipal Affairs and Housing.

The previous Official Plan covering the former Townships of Binbrook and Glanford, now in the Township of Glanbrook, have provided a general policy framework to guide development within the Township for the past 20 years. Although the Township of Glanbrook is predominantly rural it is experiencing escalated pressures for development, particularly in the Settlement Areas of Binbrook and Mount Hope, adjacent to the Hamilton Civic Airport, and in North Glanbrook Industrial-Business Park.

The general intent of the Urban Land Use designation is to contain the majority of the developments of a residential, industrial and institutional nature within specific areas. In this way, development will be directed into these specific areas of the Township for ease of servicing and to provide these a focus for residential, commercial, industrial and institutional development and community identification, while creating a minimum of adverse effects on the Rural area. With respect to the lands on the north side of Twenty Road West, and west of Highway No. 6, the Plan designates this area primarily for a specific residential purpose, mainly senior citizen retirement communities, although standard conventional residential development is permitted.

In addition to the General Policies pertaining to the Residential Land Use designation in the Plan, certain site specific policies are addressed, including the lands owned by Berksin Property Developments Ltd. in the Township and adjacent to the lands in the City of Hamilton.

The Specific Policies include the type of development permitted, recreational, commercial amenities to serve the needs of the residents in the manufactured housing community as well as the maximum permitted residential density.

The manufactured housing community shall be zoned in a separate zone in the implementing Zoning By-Law. The separate zone shall identify specific permitted uses and establish regulations for minimum site and dwelling unit sizes, separation distances etc. All development on the Berskin lands shall be subject to site plan control pursuant to Section 40 of the Planning act 1983.

6.1.4 Comprehensive Zoning By-law and Site Plan Control

Zoning in the Carpenter Neighbourhood is regulated by By-Law 6593. Figure 6-2 shows the zoning categories that are applicable in the Carpenter Neighbourhood.

A large portion of the lands in the Carpenter Neighbourhood are presently zoned for AA - Agricultural uses.

6.1.5 The Falkirk East Neighbourhood Plan

On March 12, 1985 the Falkirk East Neighbourhood Plan was adopted by City Council.

As this plan is, adjacent to the Carpenter Neighbourhood with Rymal Road W. separating the two neighbourhoods. The land uses and proposed road alignments have a considerable bearing on the proposed concept and planning of the Carpenter Neighbourhood. Due to the fact that the Carpenter Neighbourhood is situated in the most South-Westerly corner of the city with approximately 51.8 ha of undeveloped land there may be a need for certain neighbourhood facilities to be used jointly with the Falkirk East Neighbourhood.

6.2 Recent Development Applications

6.2.1 Berksin Property Developments Limited

Only one application is presently being considered by the City of Hamilton.

The subject lands are located south of Rymal Road W. bounded on the east by properties owned by the Hamilton Board of Education and Roman Catholic School Board and Garth Street extension. See Figure 6-4.

The subject property is irregular in shape and is approximately 21.4 ha (53 acs.) in size. It has a lot frontage of 20 m (66 ft.) along Rymal Road West and is municipally known as No. 531 Rymal Road West.

The development proposed is on the modern manufactured housing retirement park theme, in which the residents purchase their individual detached residential units, but lease the land on which they are located. Common recreational facilities include a clubhouse, tennis courts, shuffle board, landscaped park areas and a swimming pool. A unique adult lifestyle community will be created in which the residents will have an opportunity to be amongst contemporaries and companions of their own age group with similar interests but at the same time having the opportunity to participate in the adjoining community.

There will be approximately 300 housing units in the development, which, it is estimated will be developed over a 4 to 6 year period depending upon market conditions.

On April 10, 1985 the City of Hamilton Planning and Development Committee recommended that the project be approved in principle subject to the applicant undertaking the preparation of a Neighbourhood Plan for the Carpenter Neighbourhood, and a Servicing Study for the area. This recommendation was approved by City Council on April 30, 1985.

Comments received from interested and affected agencies and Departments of the City and Region have been mainly favourable to the concept of the development.

The Servicing Study for the Southwest Mountain area of the City of Hamilton and the Township of Glanbrook has now been completed by DeLCan, De Leuw Cather Canada Limited and copies have been forwarded to the Regional Municipality of Hamilton-Wentworth and the Township of Glanbrook.

FIGURE 6-4
RECENT DEVELOPMENT APPLICATIONS

CONSTRAINTS AND OPPORTUNITIES FOR FUTURE DEVELOPMENT OF THE CARPENTER NEIGHBOURHOOD

7.0 CONSTRAINTS AND OPPORTUNITIES FOR FUTURE DEVELOPMENT OF THE CARPENTER NEIGHBOURHOOD

7.1 Introduction

Sections 1 through 6 of this report have presented relevant information on the Carpenter Neighbourhood which deals with existing land uses, the physical characteristics of the site, development proposals the restrictions for an energy efficient neighbourhood design, the availability of a number of services and the governing polices that have been established in planning documents. It is evident from this information what factors limit further development of the Carpenter Neighbourhood and what factors would make subsequent development possible. This final section will discuss the constraints and opportunities to the continued development of the Carpenter Neighbourhood which dictate the type of land uses that would be preferable in the future.

7.2 The Existing Nature of Carpenter Neighbourhood

The existing land uses in the Carpenter Neighbourhood present both opportunities and constraints to future development.

The fact that almost the entire frontage along Rymal Road West has been developed with single family housing fronting this major arterial road has created problems for satisfactory access for the balance of the lands in the neighbourhood. Fortunately, the Background Report for the Neighbourhood Plan for Falkirk East did recognize that the main access onto Rymal Road West from the proposed Berksin Retirement Community was not aligned with the new access proposed for the Falkirk East Neighbourhood and this has since been moved to create a proper cross intersection. However, other access locations onto Rymal Road West are required to serve the Neighbourhood and due to the existing development fronting this road very few locations are available. As Upper Paradise Road is not indicated in the City of Hamilton Official Plan as being extended south of Rymal Road West housing has been allowed to be built directly opposite the road allowance of Upper Paradise

Road on the north side. There is however, one vacant parcel on the south side of Rymal Road West which, if not allowed to be built on could be used for access with some minor adjustments to the existing road allowance of Upper Paradise Road on the north side of Rymal Road West.

All of the existing residential dwellings along Rymal Road West are in good condition and are on above average size lots well set back from Rymal Road West. Although these houses are presently serviced with septic tanks we have not heard of any problems encountered by the residents or others with respect to the operation of sanitary facilities.

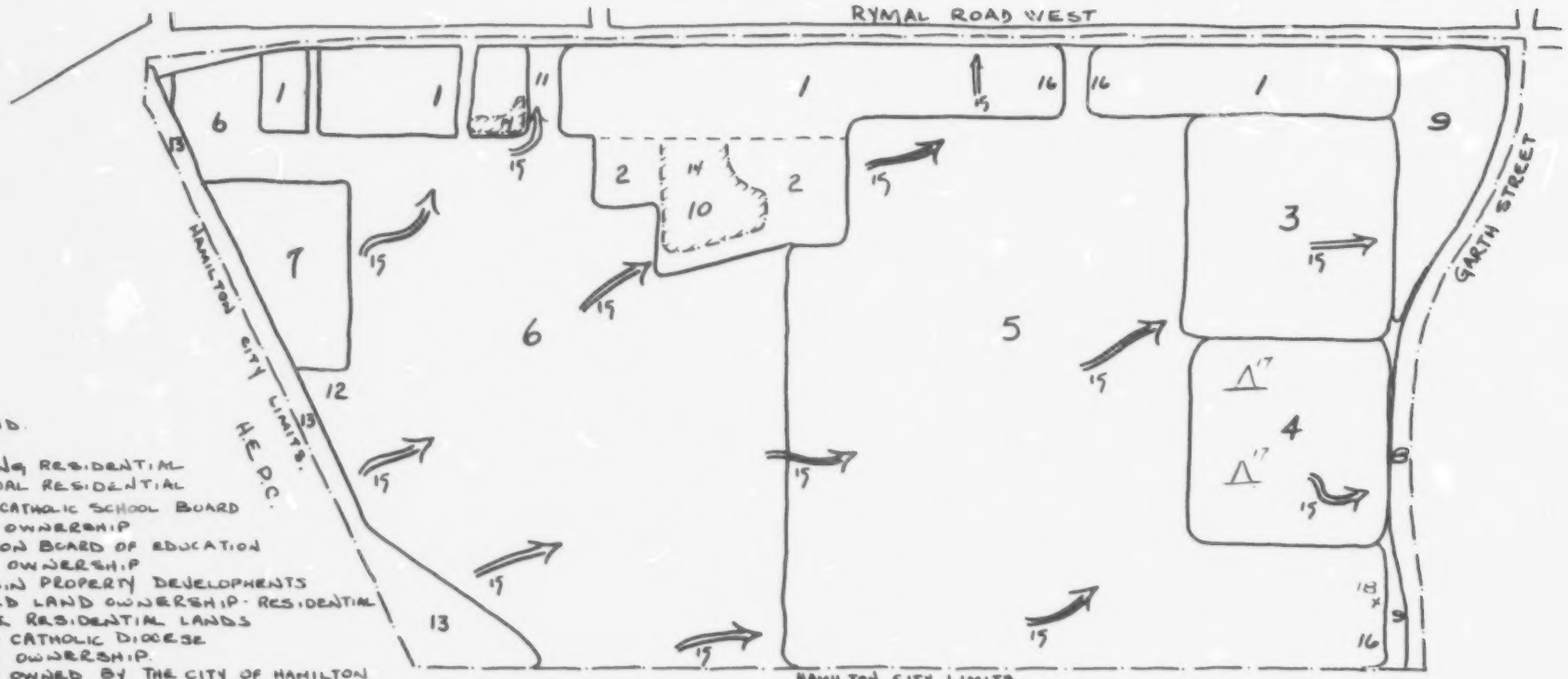
As mentioned previously under "Residential Properties" Section 2.4, the house located at 723 Rymal Road West may be of architectural and historic significance dating back to around the year 1854. Every effort should be made to develop land uses around this property that would be compatible including architectural design.

The land ownership boundaries should not cause any serious problems with developing a workable neighbourhood but will influence and interfere with the requirements and amenities normally associated with a neighbourhood.

7.3 The Environmental Characteristics of the Neighbourhood

The physical condition of the property will present constraints to further development of the Neighbourhood. Although the land is sparsely vegetated it has moderate topographical constraints. There are no sensitive or hazard lands. There are a number of existing and well identified drainage courses traverse the lands and the control of storm water runoff will need to be investigated in some depth.

The dumping of clean fill at the rear municipal No. 625 Rymal Road West, has not extended back far enough to create any problems with drainage flow. However, should further filling occur in the future it could result in serious problems to the alteration of the natural topography and ultimate drainage system for the Carpenter Neighbourhood.



LEGEND.

1. EXISTING RESIDENTIAL
2. RESIDUAL RESIDENTIAL
3. ROMAN CATHOLIC SCHOOL BOARD LAND OWNERSHIP
4. HAMILTON BOARD OF EDUCATION LAND OWNERSHIP
5. BERGSIN PROPERTY DEVELOPMENTS LIMITED LAND OWNERSHIP - RESIDENTIAL
6. FUTURE RESIDENTIAL LANDS
7. ROMAN CATHOLIC DIOCESE LAND OWNERSHIP.
8. LANDS OWNED BY THE CITY OF HAMILTON FOR GARTH STREET EXTENSION
9. LANDS OWNED BY ST ELIZABETH
10. LIGHT INDUSTRIAL
11. AVAILABLE ACCESS ONTO RYMAL ROAD W.
12. POTENTIAL ACCESS ONTO GLANCASTER ROAD
13. H.E.P.C
14. AREAS OF FILL
15. NATURAL DRAINAGE DIRECTION
16. VEGETATION TO BE RETAINED
17. ARCHAEOLOGICAL PREHISTORIC CAMPSITES
18. ARCHAEOLOGICAL PREHISTORIC FEATURE

FIGURE 7-1
OPPORTUNITIES AND CONSTRAINTS.

The dumping of clean fill at the rear of municipal No. 667 Rymal Road West appears to be in concert with the realignment of the drainage ditch at 655 Rymal Road West. The fill appears to be reclaiming low land adjacent to an existing drainage course.

The two greatest constraints to future development in the Carpenter Neighbourhood are access and topography, and these will determine the most desireable land use and street pattern.

7.4 Neighbourhood Energy Efficiency

Due to the constraints in topography and the fact that the neighbourhood will be separated by Residential Development catering to different age groups the neighbourhood will be divided into well defined planning units which by themselves will create difficulties in taking most advantage of the slope and orientation of the land from an increase in the energy efficiency of future built residential structures in the entire neighbourhood.

7.5 Infrastructure

The present level of services available in the Carpenter Neighbourhood are rural in some aspects and suburban in others. Present services include mail delivery, public transportation, garbage collection, fire and police protection. The area is also served with municipal water.

Other neighbourhood and community amenities such as schools, libraries, parks etc., do not exist in the neighbourhood at the present time, these amenities are available in the area and can be reached by public transportation. Although both School Boards own sizeable parcels of land in the neighbourhood it is conceivable that the ultimate population of the neighbourhood would not support two or even one school within the boundaries of the neighbourhood; particularly when over 40% of the entire area of the neighbourhood is intended for a retirement type community.

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If the neighbourhood is developed with low density residential housing, in keeping with the existing development and the Berksin Retirement Community proceeds as planned many of the normal amenities expected in a neighbourhood could not be justified and some of these would need to be shared with other adjoining Neighbourhoods such as the Falkirk East Neighbourhood.

The existing road network will be able to accommodate projected local traffic demands in the area with relatively minor geometric improvements. Depending on the magnitude of growth and travel patterns related to Regional traffic and trip-making respectively, the long term scenario may necessitate a widening of Rymal Road from two to four lanes with provision for left turn maneouvres. The consequence of any such geometric improvements will likely be an improvement of traffic operations on Rymal Road W. within the vicinity of the Carpenter Neighbourhood. In addition, it will be necessary to construct Garth Road Southerly to at least include the lands owned by the two school boards and possibly to the HEPC right of way.

Vehicular access to the neighbourhood within the City of Hamilton is limited to Garth Road to the east and Rymal Road W. to the north as the southern and western boundaries are the limits of the Neighbourhood. The City will limit vehicular access to the south into the Township of Glanbrook as well as westerly to Glancaster Road in the Town of Ancaster. It is recommended that no further severances be allowed on the south side of Rymal Road W., until such time as a Neighbourhood Plan has been approved for the Carpenter Neighbourhood.

It would appear that access onto Rymal Road may be provided at 655 Rymal Road West, but from a safety aspect some changes in the alignment of Upper Paradise Road at Rymal would be required.

7.6 Planning Information

The Hamilton-Wentworth Official Plan and the City of Hamilton Official Plan both limit the possible uses permitted in the Carpenter Neighbourhood by designating lands in the neighbourhood for residential and their related uses. These policy documents establish the desirability of having proposed uses that are compatible with the existing uses. (Refer to Figure 6.2).

The agricultural zoning applies that applies to most of the vacant lands in the Carpenter Neighbourhood regulates development by requiring that a change in zoning be obtained before any large scale development can occur. The areas with more specific zoning classification are within the approved Neighbourhood Plan Boundary. These areas, many of which have been developed for residential uses are located in the Zoning By-law, and have been previously considered.

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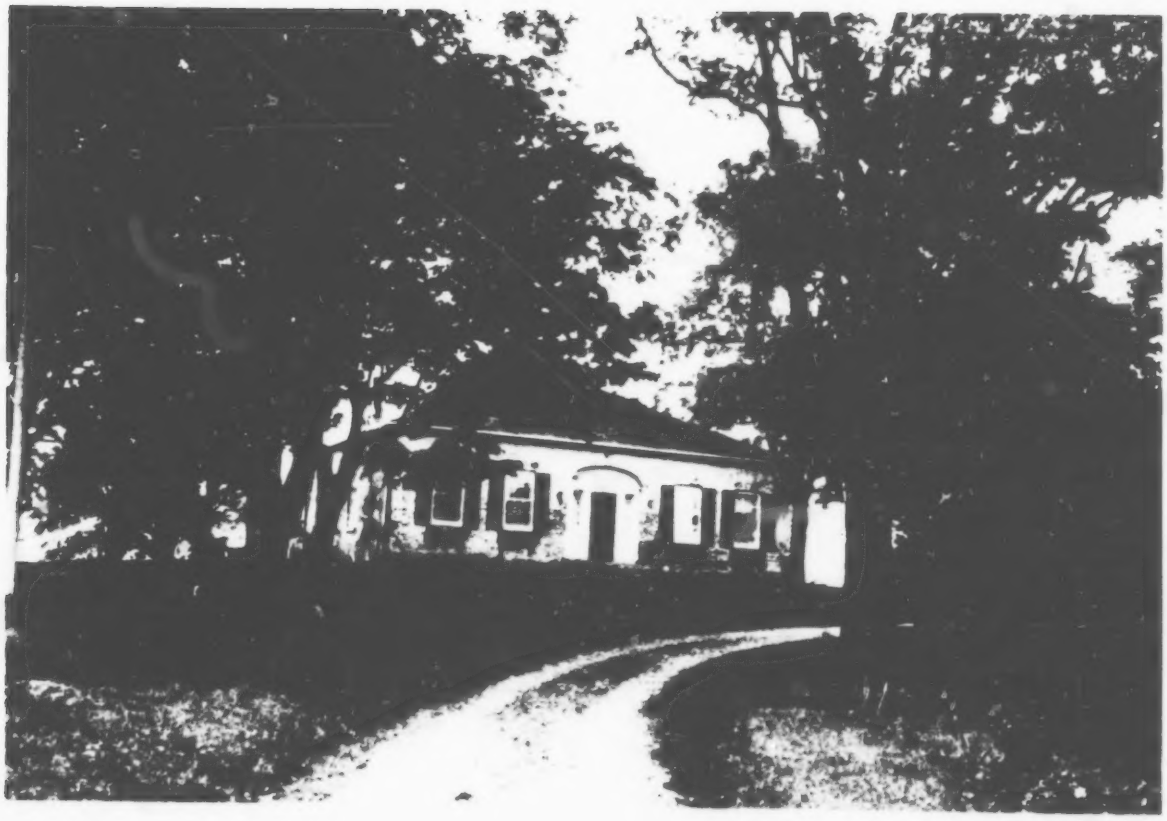
Plan and Policies

CARPENTER NEIGHBOURHOOD

CITY OF HAMILTON



DeLCan

01-1877

1.0 PURPOSE OF THE STUDY

In April 1985, the Regional Municipality of Hamilton Wentworth Planning and Development Department recommended to the chairman and members of the City of Hamilton Planning and Development Committee that a Neighbourhood Plan for the Carpenter Neighbourhood be prepared by a private planning consultant. The need for the Neighbourhood Plan resulted from a request for an amendment to the Official Plan and Zoning By-Law to permit the development of a 21.4 ha (53.0 ac) site for a Manufactured Housing Community by Berksin Property Development Ltd.

2.0 BACKGROUND

The Carpenter Neighbourhood is one of the approximately 40 neighbourhoods which is presently developing or undeveloped. The Carpenter Neighbourhood was previously located in the Stage III development area as shown on Map No. 7 to the Regional Municipality of Hamilton-Wentworth Official Plan, and did not conform with the current staging policies of the Plan.

On October 2, 1984 Regional Council adopted Official Plan Amendment No. 11, which amended Map No. 7 "Staging & Development", thereby changing all lands within Stage 2 and 3 in the City of Hamilton to Stage 1.

As in the case of the Region, it was necessary to amend the Official Plan for the City of Hamilton. Amendment No. 22 to the City of Hamilton Official Plan allows for lands presently in Stages 2 and 3 to fall into Stage 1.

The City requires that a Neighbourhood Plan be prepared and approved by the City of Hamilton to bring it to conformity with the requirements of the Official Plan.

3.0 NEIGHBOURHOOD PLANNING PROCESS

The Planning process in undeveloped neighbourhoods involves three steps:

Step 1 involves collection of population statistics, land use, general policies, existing controls, community services and the analysis of constraints and opportunities which are then summarized in the Background Information Report. This report, completed in August 1986, is the basic tool from which the proposed plan is developed.

Step 2 is the formulation of the graphic and written policies which will aid guiding future development. These policies are based on neighourhood planning principles. The Neighbourhood Plan outlines the general goals and the objectives, policies and actions for the various land uses and related topics within the neighbourhood.

Step 3 entails setting up a public meeting to discuss the details of the proposed plan. Citizens affected are invited to make comments concerning the plan and submit them to the Planning Department.

Appropriate revisions are made to the plan before it is presented to the Planning and Development Committee. Once the Committee has reviewed it, then the final map and policies are presented to City Council for adoption. Official Plan Amendments and zoning changes may be considered at the time of adoption, or a a later date.

4.0 DESCRIPTION OF THE STUDY AREA

The Carpenter Neighbourhood contains approximately (67.3 ha - 166 ac) of land in the south-west section of the City of Hamilton. It is bounded by Rymal Road West to the north, Garth Street and its proposed extension to the east, an Ontario Hydro Power Corridor to the south and west; the municipal limits for the City of Hamilton respectively. The neighbourhood is largely undeveloped, except for existing single family residences fronting onto Rymal

Road, and a construction vehicle maintenance/storage compound at the rear of one of these existing residential units.

The lands will be used for residential, park/open space and institutional uses. In the eastern half, an irregular shaped parcel of land continuing approximately 21.4 ha (53 ac) of land will support a proposed modern manufactured housing retirement community.

The western half, comprising of approximately _____ (_____) of land will provide for low density residential housing.

5.0 NEIGHBOURHOOD PLAN

The Carpenter Neighbourhood Plan is a guide to the future development within the area. The Plan is an extension and elaboration of policies which exist in the City of Hamilton Official Plan.

The Plan includes:

1. A diagramatic representation of the street pattern and land use location;
2. A set of written policies ranging from the broad to the more specific. (Refer to figure below)

The goals represent the broad overall aims for the neighbourhood. The objectives, are more specific focusing on the aims for each land use. The policies are the governing principles through which the objectives may be achieved. Finally, the actions refer to particular initiatives which the City and/or other agencies must undertake to implement the objectives and policies set.

A) Goals

There are three major goals which the City will strive for in the development of the Carpenter Neighbourhood.

1. Single family residential will remain the predominant land use type.
2. Housing will be provided for all age groups.
3. The plan will be designed to provide a convenient, safe, and visually pleasing living environment for the people it serves.

These three goals are interrelated and are the basis from which the objectives, policies and actions are derived.

1. The first goal is an attempt to continue the low density residential land use that exists rather than introduce other forms of housing with higher densities such as townhousing and low rise apartments. As this neighbourhood is located at the extreme southwest corner of the City of Hamilton, remote from the Downtown and many amenities associated with most neighbourhoods it is apparent that the neighbourhood cannot in the future be self sufficient and therefore a lower than average density should prevail.

2. The second goal is to achieve a well balanced neighbourhood in terms of providing housing for all age groups. Over 37% of the lands to be developed for residential purposes are proposed for a retirement community with its own recreational facilities and amenities.

3.0 Although the existing topography creates many constraints to energy efficient planning in the design of the street pattern, certain measures can be taken to increase solar access. The plan will, by the provision of open space, pedestrian and bicycle paths establish a more convenient and safe living environment and assist in providing for more solar access than would otherwise be provided.

B) Objectives, Policies and Actions

1. Residential

Objective 1 - Low Residential Density:

The Carpenter Neighbourhood will have a low residential housing density, ranging from 18 to 30 dwelling units per hectare (7.25 to 12 units per acre) compared to other neighbourhoods in the City of Hamilton. Any change in housing densities will be graduated so that the change is compatible with existing residential densities.

Policies

1) The lowest densities will be those that presently exist along Rymal Road West and any infill developments that are permitted in this area. The higher densities will be permitted where the lands are relatively flat and where individual lot grading is not a problem. These higher densities will compliment the existing lower densities.

2) Larger lots should be located where the existing topography requires additional side and rear yards for overland drainage.

Actions

1) The City will encourage developers to provide a variety of lot sizes for low density units.

Objective 2 - Compatability with Existing Development:

Future residential development will be compatible with the existing residential units fronting Rymal Road West and in adjacent neighbourhoods.

Policies

1) New development located adjacent to existing dwelling units will be similar in character.

2) Infilling lots along Rymal Road West will be similar in size to existing lots.

3) All new development should take into account the possible shadow effects on existing development.

Actions

1) The planning process (for example, subdivision and development agreements, and site plan control) will help ensure that new developments are compatible with existing developments.

2) Infill development, where appropriate, will be encouraged by the City.

Objective 3 - Variety of Housing Types:

A mixture of residential housing units will be provided for low, medium and high income groups, and for all age groups.

Policies

1) Developers will be encouraged to build different types of housing for all income and age groups.

2) The establishment of Government assisted housing scattered throughout the neighbourhoods will be encouraged.

3) All forms of low density housing, including cluster housing will be considered in the neighbourhood.

Actions

1) The City will endeavour to promote Government assisted housing by encouraging non-profit organizations to make use of available Government programs.

2) The City will support development proposals which offer a variety of housing types for all age groups.

Objective 4 - Energy Efficient Design:

Residential development should make use of microclimatic features such as topography and vegetation in order to maximize the passive use of solar energy.

Policies

1) Buildings should be located on the site to minimize shadow impacts on adjacent dwelling units.

2) Builders and home owners will be encouraged to plant deciduous trees on the south face of buildings to promote shading in the summer and light access in the winter. Similarly, coniferous trees should be located on the north faces for cooling and heating purposes. Mature trees will be retained wherever possible.

3) Deeper lots should be provided along east-west streets to increase solar access.

4) Wider lot frontages should be permitted along north-south streets, which would increase the solar exposure to upper floor units and reduce the shadows on adjacent properties resulting from garages.

Actions

5) The City will encourage developers to design residential areas in a manner which maximizes the use of energy efficient design.

2. Commercial

Objectives:

Residents of the neighbourhood will have access to community shopping facilities in adjacent neighbourhoods. The Berksin Retirement Community will have a convenience shopping establishment for the residents of that community.

Policies

1) The convenience shopping establishment in the Berksin Retirement Community will be part of the administration/clubhouse structure and will not be free standing.

2) The major convenience shopping facilities for the residents of the neighbourhood shall be those being provided in the Falkirk East Neighbourhood.

Actions

3) The City will encourage and support the extension of Garth Street southerly to the City limits, including sidewalks, and improved pedestrian access along the south side of Rymal Road West for the convenience of the residents walking to the shopping facilities in the Falkirk East Neighbourhood.

3. Light Industrial

Objective:

No lands will be used for light industrial in the Carpenter Neighbourhood in the long term.

Policies

1) An existing light industrial use will be discouraged from expanding, and new industrial uses will not be permitted.

Actions

1) The City should encourage relocation of the existing light industrial use at 625 Rymal Road West.

4. Institutional (Schools and Religious Facilities)

Objective 1 - School Sites:

Adequate school facilities should be provided for the residents of the Carpenter Neighbourhood, either within the neighbourhood or in the vicinity.

Policies

1) The Public Board of Education and Separate School Board will be encouraged to develop one or both of their properties at the east end of the neighbourhood for a school or schools.

2) Should one of the School Boards decide to build a school it should have direct access from Garth Street extension.

3) Consideration should be given to using the future school after hours to provide additional community services.

Actions

1) If either the Public or Separate School Board decides to sell its lands the other Board will be given priority to purchase.

2) In the event that one or both of the School Boards decides not to build a school, the City will reconsider the designationof these lands.

Objective 2 - Religious Institutions:

Religious institutions are considered to be an important community service and are therefore encouraged to locate within the Carpenter Neighbourhood. The lands owned by the Roman Catholic Diocese along the westerly boundary of the neighbourhood can be developed for a place of worship.

Policies

1) Religious institutions will be encouraged in appropriate locations, such as along arterial roads, and/or on lands currently owned by church organizations.

2) Development of a church will be encouraged on the lands owned by the Roman Catholic Diocese, located on the western edge of the neighbourhood.

Actions

1) The City will support plans for the development of a church, synagogue or other place of worship provided it does not adversely affects surrounding land uses.

5. Park and Open Space

Objective:

The parks and open spaces within the Carpenter Neighbourhood will be developed and designed to meet the needs of the community.

Policies

1) The community parks will be developed to provide passive and active recreational facilities appropriate for the needs of the residents.

2) The parks will have access from a collector or arterial road.

3) In the event that one or both of the school sites are declared surplus, and developed for residential purposes, part of the site should be devoted to parkland.

Actions

1) The City should request developers to provide a systematic arrangement of linear parks/walkways/bicycle paths in their plans of subdivision.

6. Community Services

Objective:

Adequate community services will be provided for residents of the Carpenter Neighbourhood, mainly by means of facilities located in adjacent neighbourhoods and in the Berksin Retirement Community.

Policies

1) Recreational, cultural, library and other services will be provided by means of facilities located in the Falkirk East Neighbourhood or in other nearby neighbourhoods.

2) The Westmount Community Centre and the Allan MacNab Community Centre will serve the neighbourhood until such time as facilities are provided closer to the Carpenter Neighbourhood.

Actions

1) The Library Board should monitor the neighbourhood development to determine the need to expand its Bookmobile Service presently available in the area.

7. Transportation

Objective 1 - Road System:

The road patterns will be designed recognizing the undulating topography and where feasible maximizing energy efficiency without jeopardizing the safety and the convenience of residents.

Policies

1) The street system will be designed in an east-west orientation where economically feasible maximizing the solar energy available for the residential lots.

2) The internal street systems, for safety and amenity reasons, will be designed to discourage through traffic.

3) The arterials will be upgraded to accommodate future development, and internal roads will be constructed as required.

4) Consideration will be given to reducing the frontage requirements for lots located on east-west streets to create deeper lots, thereby increasing solar access.

5) Garth Street will be extended southerly to the City limits when warranted.

6) Traffic lights should be installed when warranted at the intersections of arterial roads along Rymal Road West.

7) Consideration will be given to realignment of the intersection of Upper Paradise Road and Rymal Road West.

Actions

1) The City will endorse an internal road system for the neighbourhood which clearly identifies the collector road, minimizes the number of stops, and discourages through traffic.

2) The City will consider investigating the reduction of street widths.

3) The City will investigate its land requirements for the possible realignment of Upper Paradise Road at Rymal Road West.

4) One of the criteria for subdivision approval is that proposed street systems be similar to the road pattern approved in the neighbourhood plan.

Objective 2 - Pedestrian/Bicycle Paths and Transit:

Pedestrian/bicycle paths on public lands and public transit will be promoted by the City.

Policies

1) The City should assess the need for constructing sidewalks if bicycle and/or pedestrian paths are provided serving the same purposes.

2) Public transit service will be provided to the Carpenter Neighbourhood. If possible, routes will include internal loops within the Berksin Retirement Community and the western residential area.

3) Public transit routes will serve as many people as possible by locating bus stops in convenient and accessible areas.

Actions

1) The City will encourage the development of the bicycle/pedestrian paths through the process of subdivision and site plan control.

2) The City will encourage the Hamilton Street Railway to provide bus routes in appropriate locations.

3) The City will encourage Hamilton Street Railway to provide shelters and/or benches at most bus stops.

8. Infrastructure

Objective:

Municipal services including storm & sanitary sewers and water will be provided for the Carpenter Neighbourhood.

Policies

1) The City will request the Regional Engineering Department to provide storm and sanitary sewers and an adequate water supply capable of serving the residents in the neighbourhood.

2) The City will discourage "leap frog" development by providing extensions of existing services.

Actions

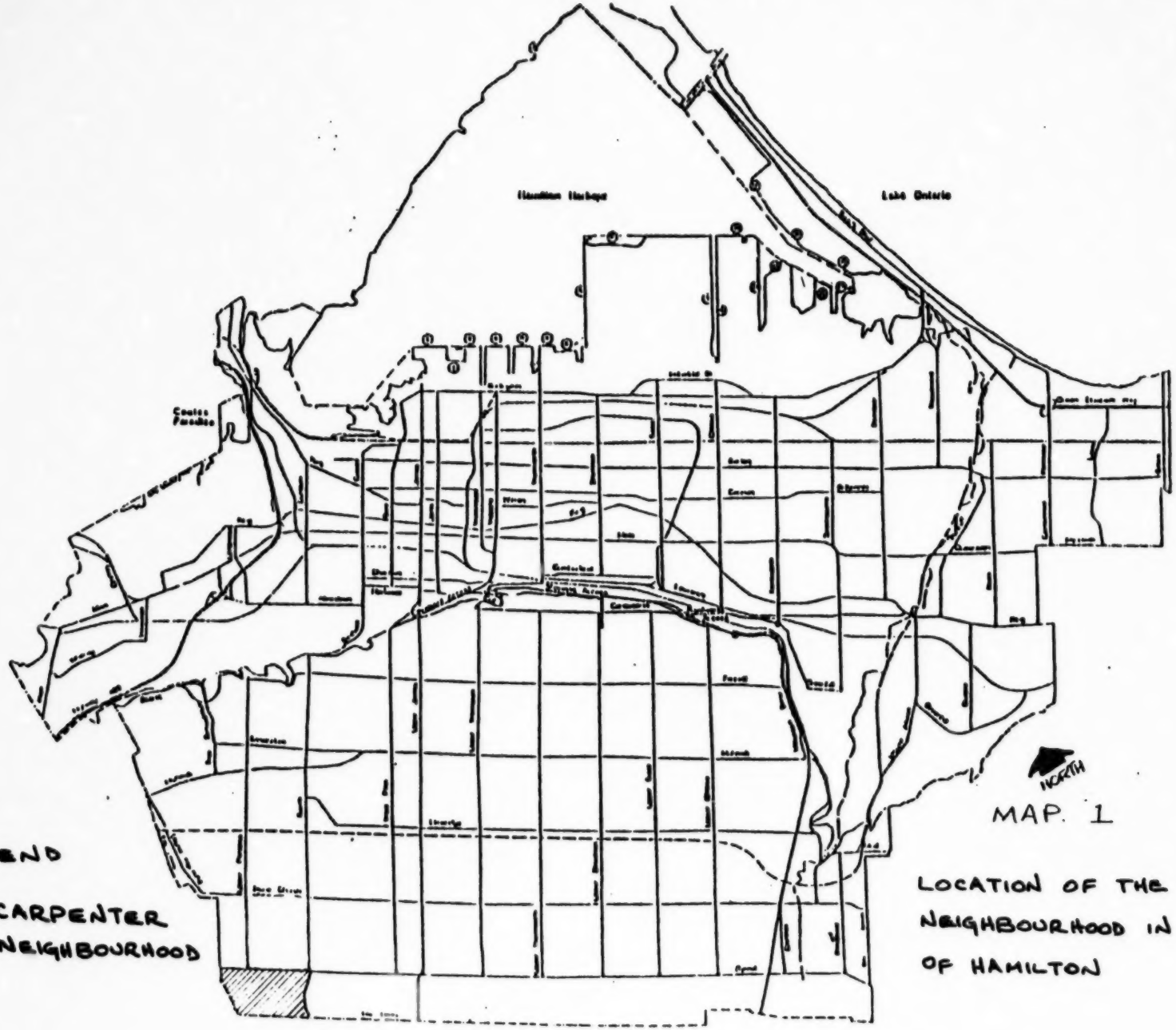
1) The City is studying a report on storm water management and a master servicing study for the Southwest Mountain Area of the City of Hamilton and the Township of Glanbrook all within the Regional Municipality of Hamilton-Wentworth.

2) Regional Engineering Services will assess the need for the extension of municipal services in the neighbourhood on a periodic basis.

6.0 ADMINISTRATIVE PROVISIONS

The Neighbourhood Plan is a policy of City Council but is not incorporated into the Official Plan. The Plan is not intended to be rigid. It is expected that there will be changes from time to time in response to new circumstances. However, changes should reflect the general goals of the Plan. Very minor alterations in land use and boundaries will not need a plan amendment. However, other changes will need Council approval and full participation of those affected.

An Official Plan Amendment is required if any Commercial designation exceeds .4 ha (1.0 ac). Any other changes to the Neighbourhood Plan which do not conform to the Official Plan will require amendments.

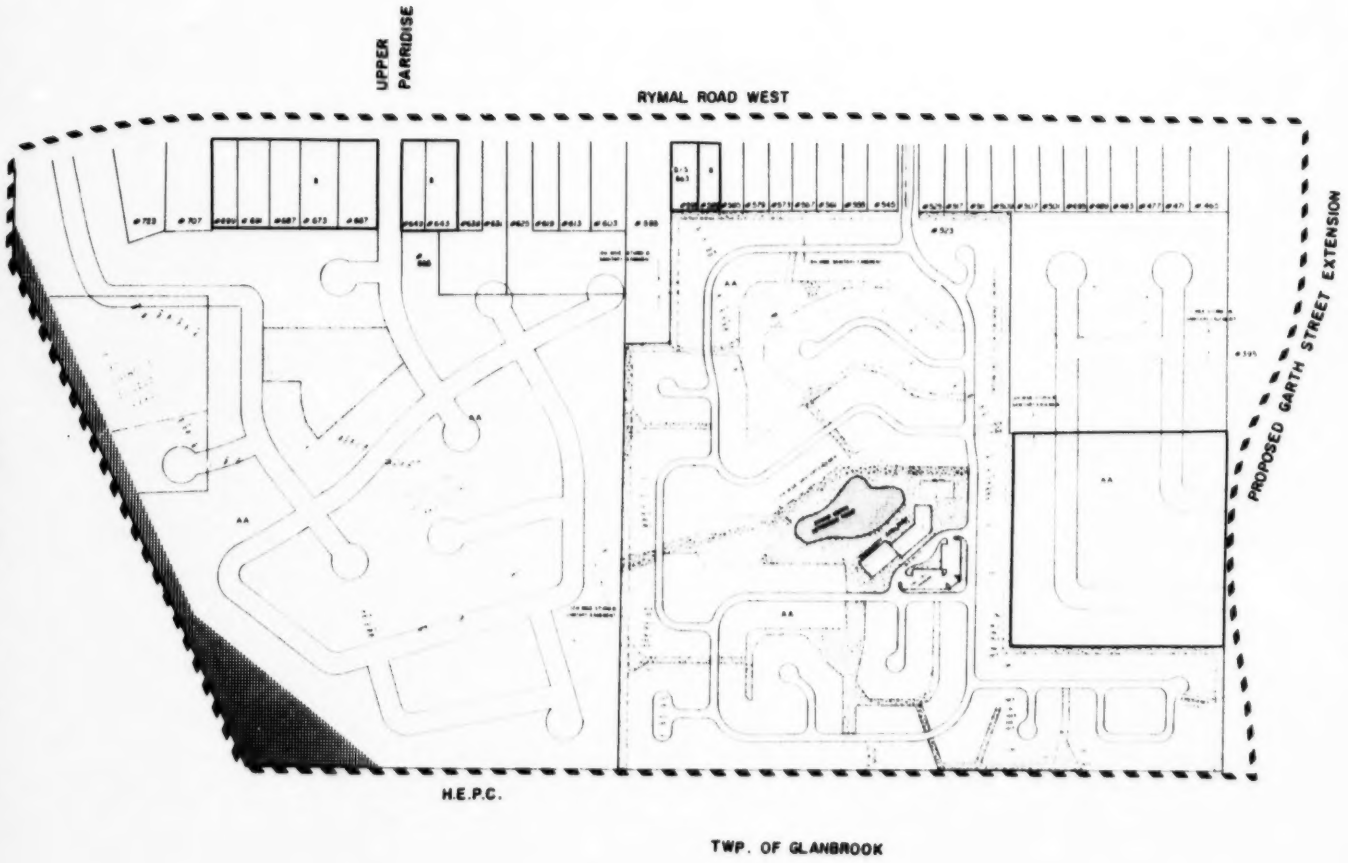


MAP. 1

LEGEND

CARPENTER NEIGHBOURHOOD

LOCATION OF THE CARPENTER NEIGHBOURHOOD IN THE CITY OF HAMILTON



LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

- CIVIC & INSTITUTIONAL
- PARK & RECREATION
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary
Zoning Boundary
Stage of Development Boundary

APPROVALS

Planning Board | Council

REVISIONS

N

CITY OF HAMILTON
PLANNING DEPARMENT
CARPENTER

GROSS AREA: 69.03 ha (170.57 ac)
GROSS RESIDENTIAL AREA: 58.98 ha (145.74 ac)
RESIDENTIAL GROSS DENSITY: 31.4 ppha (12.71ppac)
POPULATION: 2168
GROSS DENSITY: 11.47 uph (4.64 upa)

NEIGHBOURHOOD ANALYSIS

NAME: Carpenter Neighbourhood
DATE: August 1986

CATEGORY	USE	HECTARES	ACRES	%	UNIT	%	PERSON	%	REMARKS
	EXISTING AND COMMITTED DEVELOPMENT RYMAL ROAD WEST								
RESIDENTIAL 868	B/S	0.20	0.49	1.9	1	2.8	3	2.6	5 uph
	B	0.73	1.81	6.9	3	8.3	9	7.8	3.8 uph
	AA	9.92	22.78	87.7	32	88.9	104	89.6	3.9 uph
LIGHT INDUSTRIAL		0.37	0.92	3.5					
TOTALS		10.52	25.99	100	36	100	116	100	3.6 uph 3.22 ppa
	UNDEVELOPED RYMAL ROAD WEST FRONTAGE								
RESIDENTIAL INFILL	AA	0.91	2.25		11		35		5 upa 12.08 uph
TOTALS		0.91	2.25						
	UNDEVELOPED AREA SOUTH OF RYMAL ROAD, WEST OF BERKSIN PROPERTY DEVELOPMENTS LTD.								
RESIDENTIAL	SINGLES	20.53	50.73	83.64	304	100	973		14.8 uph 6 upa
PARK & RECREATION		0.85	2.10	3.47					
INSTITUTIONAL		1.50	3.70	6.12					
H.E.P.C.		1.67	4.12	6.81					
TOTALS		24.55	60.65	100	304	100	973		5 upa 12.4 uph 3.2 ppa
	UNDEVELOPED AREA SOUTH OF RYMAL ROAD, EAST OF BERKSIN PROPERTY DEVELOPMENTS LTD.								
RESIDENTIAL	SINGLES	10.91	26.96	94.05	125	100	400	100	11.5 uph 4.6 upa
OPEN SPACE		0.69	1.71	5.9					
TOTALS		11.60	28.67	100	125	100	400	100	
	UNDEVELOPED AREA OF BERKSIN PROPERTY DEVELOPMENTS LTD.								
RESIDENTIAL	SINGLES	16.11	39.81	75.15	305	100	610	100	18.9 uph 7.6 upa
OPEN SPACE, BUFFER		4.37	10.81	20.38					
ADM. BLDG., CLUB H.		0.96	2.38	4.47					
TOTALS		21.44	53.0	100	305	100	610	100	2.0 ppu
	DESIGN PLAN								
RESIDENTIAL	SINGLES	58.61	144.82	84.90	781	98.6	2133		13.32 uph 5.39 upa
INFILL (IND.) RESIDENTIAL		0.37	0.92	0.54	11	1.4	35		
SUB TOTAL		58.98	145.74	85.44	792	100	2168		
PARK, REC. NEIGHB.		0.85	2.10	1.23					
OPEN SPACE "		5.07	12.52	7.34					
OPEN SP. COMM. (BERKSIN)		(4.37)	(10.81)						
ADM. BLDG. CLUB H.		0.96	2.38	1.44					
INSTITUTIONAL		1.50	3.70	2.17					
H.E.P.C.		1.67	4.12	2.42					
SUB TOTALS		69.03	170.57	100					
TOTALS		69.03	170.57	100					

MAPS
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CARTES
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